ADVERTISE!

The Best Medium for Advertising in the Colony is THE 'CHINA MAIL.'

THE POPULAR and LEADING PAPER.

# The China Mail.

ESTABLISHED 1845.

GOLD MEDALS, PARIS 1878; 1889.

JOSEPH GILLOTT'S PENS.

Of Highest Quality, & Having Greatest Durability, are Therefore CHEAPEST.

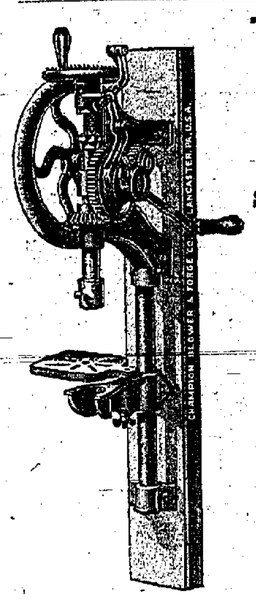
The only Award, Chicago, 1893.

NUMBERS FOR USE BY BANKERS.

Barrel Pens: 225 226, 291.
Slip Pens: 332, 908, 1237, 164, 404, 7 00
In Fine, Medium, and Broad points.
In New Turned-up Point 1 Elf

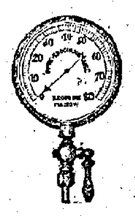
No. 11,705. 英一千九百九年九月十五號 HONGKONG, SATURDAY, SEPTEMBER 15, 1900. 日二廿月八年子庚 PRICE, $2.50 Per Month.

## Business Notices.

# W. S. BAILEY & CO.,

ENGINEERS AND GENERAL MERCHANTS.



Steam and Hand Pumps,

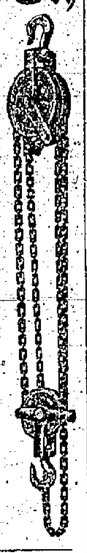
Drilling Machines,

Weston's Chain Blocks,

Engine and Boiler Mountings,

Ship Telegraphs,

Deck and Engine-Room Stores of every description.



THIS SPACE RESERVED FOR W. S. BAILEY & CO.
ENGINEERING AND SHIPBUILDING WORKS.

THE
## Peak Hotel.

CITY OFFICE,
7, DUDDELL STREET.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS. TELEPHONE 56.

For Terms,
Apply to the MANAGER. 741

GOVERNMENT BILLS.

TENDERS for SPECIE, MEXICAN DOLLARS, Current in this Colony, and Weighing 7.1.7, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of HER MAJESTY'S TREASURY, London, will be received by the District Paymaster, Army Pay Department, until 11 a.m. on MONDAY, the 17th Inst.

The TENDERS to state the total amount required (*in Pounds Sterling*) and the amount for which each Bill should be drawn, but no Bills will be issued for Sums less than £100.

The TENDERS to be in Duplicate and in sealed covers, addressed to the District Paymaster, Army Pay Department, and endorsed 'Tenders for Government Bills.'

The right to accept or reject any or all of the Tenders is reserved.

P. S. DYSON,
CAPTAIN,
*District Paymaster*, China.
HER MAJESTY'S TREASURY OFFICE,
Queen's Road,
Hongkong, 13th September, 1900. 1898

VICTORIA RECREATION CLUB.

AQUATIC SPORTS.

THURSDAY, September 20th, 5 P.M.

4 Lengths=133⅓ Yards' RACE (SCRATCH). Open to Army Navy, and Police. Two Prizes. No entrance fee.

FRIDAY, September 21st, 4.30 P.M.

200 Yards CHAMPIONSHIP of the Colony=6 Lengths. Open to all Comers. Two Prizes. Entrance fee $1.00.

Entries for both RACES CLOSE on 13th Instant.

THOS. YULE,
*Hon. Secretary.*
Hongkong, September 7, 1900. 1864

FOR IMMEDIATE SALE.

A POWERFUL TWIN-SCREW RIVER STEAMER, very suitably fitted to carry large number of Passengers and Cargo.

For Particulars, apply to
BANKER & Co.
Hongkong, July 31, 1900. 1648

NIPPON YUSEN KAISHA.

I Have This Day Resumed CHARGE of the Company's Business at this Port.

A. S. MIHARA,
*Manager.*
Hongkong, September 12, 1900. 1884

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Offices on SATURDAY, 29th Sept., at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 29th September, both days inclusive.

DOUGLAS, LAPRAIK & Co.,
*General Managers.*
Hongkong, September 12, 1900. 1886

# METZLER - - -

HIGH CLASS ENGLISH PIANOS.



$450, Payable in one year. Tuning Free.
Net Cash $400.

*Several PIANOS returned from Hire in good order. Very low Prices to make Room for New Stock.*

~~The Robinson Piano Co., Ltd.~~

Absolutely Guaranteed.

# W. POWELL & CO.

LADIES' HAT CASES,
CABIN TRUNKS,
GLADSTONE BAGS, ETC.
*43, Queen's Road Central.*
Hongkong, September 11, 1900. 1516

# BOL'S GENEVA GIN,

IN STONE BOTTLES.

The best Gin for making Cocktails—Try it.

*Telephone 75.*
6 QUEEN'S ROAD.

CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS,
*Sole Agents.*


HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING will be held in the PAVILION, on MONDAY, 17th September, at 5.15 p.m.

P. A. COX,
*for Hon. Secretary.*
Hongkong, September 1, 1900. 1843

TEBRAU PLANTING COMPANY, LIMITED.

NOTICE is hereby given that the FINAL CALL of $1.00 per SHARE has been made in Respect of the Shares not FULLY PAID-UP, and that such CALL is PAYABLE on 5th October next, to the Undersigned at the Registered Offices of the Company, 38 and 40 Queen's Road Central, Hongkong.

JOHN D. HUMPHREYS & SON,
*General Managers.*
Hongkong, September 4, 1900. 1846

WANTED.

BY a YOUNG GERMAN LADY, a Position as GOVERNESS, to Young Children.

Apply to
'G. H.,'
Care of 'CHINA MAIL' Office.
Hongkong, August 4, 1900. 1670


# 'KIRIN.'

## A Delicate Lager.

THE CELEBRATED BEER OF JAPAN.

QUARTS, $2.90 per dozen.
PINTS, $1.75 do.

W. HUTTON POTTS,
*Sole Agents for Hongkong.*

CHEE WING. 致榮

28 & 29, LEE YUEN STREET (WEST), HONGKONG.

DEALER IN
All Sorts of COPPER, BRASS, STEEL, IRON WARE, &c.
Suitable for
SHIPS, ENGINEERS AND HOUSE BUILDERS.
Hongkong, May 29, 1900. 1227


MUSIC LESSONS.

MR. L. A. GRACA receives Pupils for the VIOLIN, MANDOLINE and PORTUGUESE GUITTARRA.

For Terms, Etc.,
Apply to
LANE, CRAWFORD & Co.,
MUSIC DEPARTMENT;
or ROBINSON PIANO Co., LTD.
Hongkong, September 7, 1900. 1857

WANTED.

A RESIDENCE Composed of ONE or TWO ROOMS, BATH-ROOM and KITCHEN. It would be preferable on the HILLS.

Care of 'CHINA MAIL' Office.
Hongkong, September 8, 1900. 1871

FOR SALE—HULL of a STEAM LAUNCH, may be seen at KOWLOON NAVAL YARD on 17th Instant, between 9 a.m. and Noon. TENDERS to be Lodged with The COMMODORE IN-CHARGE, H. M. NAVAL YARD, not later than Noon, on THURSDAY, 20th Instant.

Any further information can be obtained on Application to the Naval Store Office.

By Order,
H. SIMMONS,
Naval Store Officer.
H. M. Naval Yard,
Hongkong, September 13, 1900. 1890

BREAD, BREAD, BREAD.

TRY THE BROWN BREAD, made from the PURE GRAHAM FLOUR, and Certified to be the best by one of the prominent Medical Faculty of the Colony.

*Also*
BEST PURE GRAHAM FLOUR, in 50 lb. BAGS.

H. BUTTONJEE,
5, D'Aguilar Street, Hongkong,
and 21 and 22, Elgin Road, Kowloon.
Hongkong, August 11, 1900. 1714

## Business Notices.


# BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

*4, PRAYA CENTRAL*
(NEAR THE ENGINEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION,
BOILER COMPOSITION,
ENGINE AND OTHER OILS,
ALWAYS KEPT IN STOCK.
*ALL ARTICLES OF FIRST-CLASS QUALITY.*




BRADLEY & Co., *Managers.*
1027 JOHN BROWNHILL, *Superintendent.*

# LANE, CRAWFORD & Co.

SHOOTING SEASON.

FLANNEL SHIRTS,
WHITE and COLOURED.

SHOOTING BOOTS.

Also: ALL KINDS OF SUNDRIES, Including
RE-LOADING MACHINES,
CLEANING RODS,
PULL-THROUGHS,
WAD PUNCHES,
CARTRIDGE EXTRACTORS,
CARTRIDGE CASES,
CARTRIDGE BELTS, Etc., Etc.
LANE, CRAWFORD & Co.

G. H. MUMM & CO.'S

EXTRA DRY CHAMPAGNE,

Agents, SHEWAN, TOMES & Co.,
472 *For Hongkong, Shanghai and Japan.*

THE
# HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT.
NEWLY-FURNISHED ROOMS.
TWO ELEVATORS.
NEW REFRIGERATING PLANT.
BEST QUALITY LIQUORS & PROVISIONS.
2196

ASK FOR FERGUSON'S

# P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD HIGHLAND WHISKY.




FERGUSON'S
SPECIAL CREAM
BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland; devoid absolutely of all deleterious matter.

THE CRÈME DE LA CRÈME OF WHISKIES.
PURE AND MILD.




*Sole Importers,*
23 F. BLACKHEAD & Co.

# MANILA CIGARS,

ALWAYS ON HAND THE BEST MARKS FROM 'LA INSULAR' AND 'LA PERLA DE ORIENTE' FACTORIES.
J. M. DE ZUNIGA,
*No. 9, Queen's Road Central,*
2716 Entrance by Ice House Street, (New Victoria Hotel.

# THE PHARMACY,

10 Queen's Road Central, Hongkong.

ENGLISH and FOREIGN PATENT MEDICINES. Prescriptions carefully dispensed by a qualified CHEMIST. Special attention to FRENCH and Other FOREIGN FORMULÆ.

SOMERVILLE'S 'EXPORT AND 'GLENDOUR' WHISKIES.
PORTSOY HIGHLAND WHISKEY (PURE MALT).
MANILA CIGARS.
*Manager*, RICHARD FLINT.
1882


PROFESSIONAL NOTICE.

DENTON E. PETERSON,
DOCTOR OF DENTAL SURGERY,
10, DES VŒUX ROAD, CENTRAL.

Hours 10 A.M. to NOON, 2 to 5 P.M.

DR. PETERSON has gone to SWATOW. Will return in a few days.
Hongkong, September 9, 1900. 1833


KANG LEE & Co.

*Jewellers, Gold and Silver Smiths, Watch-makers,*

DEALERS IN
SILK and IVORY WARE, CHINESE and JAPANESE CURIOS,
*Etc., Etc.*
An exceptionally fine Stock of the latest Goods always on Hand.
PRICES VERY MODERATE.
A trial is respectfully solicited.
36, QUEEN'S ROAD CENTRAL,
*(Formerly occupied by the Hongkong Club).*
Hongkong, January 1, 1900. 3


## Business Notices.


Over SIXTY YEARS
WORLD-WIDE REPUTATION.
FOR QUALITY! PURITY! EXCELLENCE!
Pronounced by the HIGHEST MEDICAL AUTHORITIES the most




WONDERFUL PURIFIER OF THE HUMAN BLOOD.

# WILKINSON'S SARSAPARILLA

The Most Reliable Remedy for RHEUMATISM, Eruptions, and the BEST PREVENTIVE of ILLNESS.

The most Reliable Remedy for TORPID LIVER, DEBILITY, WEAK & LANGUID FEELINGS.

EVIDENCE OF SUPERIORITY.

"We cannot speak too highly of it."—LANCET.
"We recommend your SARSAPARILLA."—MEDICAL REVIEW.
"The only preparation for removing what may be called the sequelæ of a mercurial course."—SIR J. MARRIS.
"I am never without it, for when feeling depressed or out of sorts from anxiety or fatigue, a dose or two animates me."—THE LATE LORD CLYDE.
"Your ounces of HIS FAMOUS SARSAPARILLA cured me of a Torpid Liver when all other medicines had failed."—EARL OF ALDBOROUGH.

BEWARE OF IMITATIONS AND REFUSE ALL SUBSTITUTES

Sold by all Chemists and Storekeepers.

WILKINSON'S SARSAPARILLA CLEANSES THE BLOOD OF ALL DANGEROUS HUMOURS.

HONGKONG DAKIN, CHUCKSHANK & Co., A. S. WATSON & Co., &c. E7

WATKINS'

# ÆRATED WATERS.

SODA,
LEMONADE,
TONIC,
GINGER ALE,
SARSAPARILLA,
KOLA,
CINCHONA TONIC




SANTHARIS,
LITHIA,
POTASH,
GINGER ALE,
RASPBERRY-ADE,
Etc., Etc.

PURE AND SPARKLING.

~~GREEN ISLAND CEMENT CO., LTD.~~

# Portland Cement.

In casks of 375 lbs net $5.00 per cask, ex Factory.
In bags of 450 lbs net $3.00 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed Paving Bricks and Tiles, Fire Bricks and Fire Clay.

*FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.*

For further particulars, apply to

Shewan, Tomes & Co.,
GENERAL AGENTS. 2035

CHAS. HEIDSIECK'S - -

# CHAMPAGNES:

WHITE SEAL (1393 VINTAGE).

CACHET IMPÉRIAL (Extra Dry; Gout American).

SIEMSSEN & CO.,
SOLE AGENTS FOR CHINA AND JAPAN.

# MUSICAL DEPARTMENT.

*SELECTED LIST OF PIANOS SPECIALLY BUILT FOR THE CLIMATE.*

| | | | |
|---|---|---|---|
| PATENT PORTABLE PIANO | $250 | BOUDOIR MODEL BY BROADWOOD | $1500 |
| CHALLENGE MODEL BY CHALLEN | $400 | STUTTGART MODEL BY DORNER | $650 |
| COTTAGE MODEL BY CHALLEN | $450 | SHORT GRAND MODEL BY DORNER | $1250 |
| OXFORD " CHALLEN | $500 | BROADWOOD SECOND HAND PIANO | $150 |
| COLONIAL " COLLARD, $1100 & $1250 | | | |
| CHIPPENDALE MODEL BY BROADWOOD | $650 | SECOND HAND PIANOS FROM $100. | |

1662 LANE, CRAWFORD & CO.

# VICTORIA DISPENSARY.

PRICKLY HEAT LOTION.
THE ONLY EFFECTUAL REMEDY FOR ALLAYING THE IRRITATION.

DAKIN'S SINGLE SEIDLITZ.
A MOST AGREEABLE AND EFFECTIVE EFFERVESCING APERIENT.

CAMPHENOL.
UNEQUALLED FOR USE IN THE BATH AS A PREVENTATIVE AGAINST PRICKLY HEAT.

TRADE MARK. 金星 Hong Name YUEN WO TELEPHONE No. 135.

JUBILEE.
A LIGHT PILSENER BEER.

PER CASE OF 4 DOZEN QUARTS ... $12.00
PER CASE OF 8 DOZEN PINTS ...

*SOLE AGENTS.*
H. PRICE & Co.,
WINE AND SPIRIT MERCHANTS,
12, QUEEN'S ROAD.

## Intimations.


# CUTICURA
## REMEDIES
# THE SET

**Consisting of CUTICURA SOAP, to cleanse the skin, CUTICURA Ointment, to heal the skin, and CUTICURA RESOLVENT, to cool the blood, is often sufficient to cure the most torturing, disfiguring skin, scalp, and blood humours, rashes, itchings, and irritations, with loss of hair, when the best physicians, and all other remedies fail.**

### Millions of Women Use Cuticura Soap

Exclusively for preserving, purifying, and beautifying the skin, for cleansing the scalp of crusts, scales, and dandruff, and the stopping of falling hair, for softening, whitening, and soothing red, rough, and sore hands, in the form of baths for annoying irritations, inflammations, and chafings, or too free or offensive perspiration, in the form of washes for ulcerative weaknesses, and for many sanative antiseptic purposes which readily suggest themselves to women, and especially mothers, and for all the purposes of the toilet, bath, and nursery. No amount of persuasion can induce those who have once used it to use any other, especially for preserving and purifying the skin, scalp, and hair of infants and children. CUTICURA SOAP combines delicate emollient properties derived from CUTICURA, the great skin cure, with the purest of cleansing ingredients and the most refreshing of flower odours. No other *medicated* soap ever compounded is to be compared with it for preserving, purifying, and beautifying the skin, scalp, hair, and hands. No other foreign or domestic *toilet* soap, however expensive, is to be compared with it for all the purposes of the toilet, bath and nursery. Thus it combines in ONE SOAP at ONE PRICE, the BEST skin and complexion soap, the BEST toilet and BEST baby soap in the world. Sold throughout the world. "All about the Skin," post free of Aust. Depot: R. TOWNS & Co., Sydney, N.S.W. So. African Depot: LENNON LTD., Cape Town. POTTER DRUG AND CHEM. CORP., Sole Props., Boston, U.S.A.

E5



## G. FALCONER & Co.,

*WATCH-MAKERS AND JEWELLERS,*

NEW SELECTIONS OF

DIAMOND JEWELLERY AND ENGLISH SILVER WARE.

HIGH-CLASS GOLD AND SILVER WATCHES.

LARGE ASSORTMENT OF SPECTACLES.

PINCE-NEZ AND EYE PRESERVES.

G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS, ADMIRALTY CHARTS AND BOOKS.

JUST ARRIVED: EASTMAN'S CAMERAS AND ACCESSORIES.

27 64, *QUEEN'S ROAD*





## 'Lanoline'

*Of all Chemists.* *Inventor's Brand.*

**Natural Toilet Preparations.**

**Toilet 'Lanoline'** *in collapsible tubes,*

*Makes rough skins smooth, and protects delicate complexions from wind and sun.*

**'Lanoline' Toilet Soap**

*Never irritates; cleanses and keeps the skin supple.*

Wholesale Depôt—67, HOLBORN VIADUCT, LONDON.

E14



## Dr. J. Collis Browne's




## CHLORODYNE

COUGHS, COLDS, ASTHMA, BRONCHITIS.

IS THE GREAT SPECIFIC FOR DIARRHŒA, DYSENTERY, CHOLERA.

DR. J. COLLIS BROWNE'S CHLORODYNE.—Dr. J. COLLIS BROWNE (late Army, Medical Staff) DISCOVERED a REMEDY, to denote which he coined the word CHLORODYNE. Dr. Browne is the SOLE INVENTOR, and as the composition of Chlorodyne cannot possibly be discovered by Analysis (organic substances defying elimination), and since the formula has never been published, it is evident that any statement to the effect that a compound is identical with Dr. Browne's Chlorodyne *must be false.*

This caution is necessary, as many persons deceive purchasers by false representations.

DR. J. COLLIS BROWNE'S CHLORODYNE.—Vice-Chancellor Sir W. PAGE WOOD stated publicly in Court that Dr. J. COLLIS BROWNE was undoubtedly the INVENTOR of CHLORODYNE, that the whole story of the defendant Freeman was deliberately untrue, and he regretted to say it had been sworn to.—See *The Times*, July 13, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE Is the TRUE PALLIATIVE in NEURALGIA, GOUT, CANCER, TOOTHACHE, RHEUMATISM.

GENERAL BOARD of HEALTH, London, REPORT that it ACTS as a CHARM, one dose generally being sufficient.

Dr. GIBBON, Army Medical Staff, Calcutta, states: "TWO DOSES COMPLETELY CURED ME OF DIARRHŒA."

DR. J. COLLIS BROWNE'S CHLORODYNE Is a liquid medicine which assuages PAIN of EVERY KIND, affords a calm, refreshing sleep, WITHOUT HEADACHE, and invigorates the nervous system when exhausted.

DR. J. COLLIS BROWNE'S CHLORODYNE Rapidly cuts short all attacks of

EPILEPSY, SPASMS, COLIC, PALPITATION, HYSTERIA.

IMPORTANT CAUTION.—The IMMENSE SALE of this REMEDY has given rise to many UNSCRUPULOUS IMITATIONS. Be careful to observe Trade Mark. Of all Chemists. 1s. 1½d., 2s. 9d. & 4s. 6d. SOLE MANUFACTURER—

J. T. Davenport, 33, Great Russell Street, London, W.C. E9



EVERY HOUSEHOLD AND TRAVELLING TRUNK OUGHT TO CONTAIN A BOTTLE OF

## 'ENO'S 'FRUIT SALT'

**A Simple Remedy for Preventing & Curing by Natural Means**



All Functional Derangements of the Liver, Temporary Congestion arising from Alcoholic Beverages, Errors in Diet, Biliousness, Sick Headache, Giddiness, Vomiting, Heartburn, Sourness of the Stomach, Constipation, Thirst, Skin Eruptions, Boils, Feverish Cold with High Temperature and Quick Pulse, Influenza, Throat Affections, and Fevers of all kinds.

SMALL-POX, SCARLET FEVER, PYÆMIA, ERYSIPELAS, MEASLES, GANGRENE; and almost every mentionable Disease. "I have been a nurse for ten years, and have nursed cases of scarlet fever, pyæmia, erysipelas, measles, gangrene, cancer, and almost every mentionable disease. During this time I have not been ill for a single day, and this I attribute to the use of Eno's 'Fruit Salt,' which has kept my blood in a pure state. I recommend it to all my patients during convalescence. Its value as a means of health cannot be over estimated."—A PROFESSIONAL NURSE (*Qualified*).

THE EFFECT OF ENO'S 'FRUIT SALT' ON A DISORDERED, SLEEPLESS, AND FEVERISH CONDITION IS SIMPLY MARVELLOUS. IT IS, IN FACT, NATURE'S OWN REMEDY, AND AN UNSURPASSED ONE.

CAUTION.—*See capsule marked* ENO'S 'FRUIT SALT.' *Without it you have a WORTHLESS IMITATION.*

Prepared only by J. C. ENO, Ltd., at the 'FRUIT SALT' WORKS, LONDON, by J. C. ENO'S Patent.

E18


## Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, on

**THURSDAY,**

the 20th September, 1900, at 2.45 p.m., at 'TUSCULUM,' MAGAZINE GAP, (The Residence of BRUCE SHEPHERD, Esq.)—

THE WHOLE OF HIS

VALUABLE

HOUSEHOLD FURNITURE,

Comprising:—

MARINBURK-MADE DRAWING ROOM SUITE, EASY CHAIRS, BLACKWOOD CURIO STAND, TEA-POYS and TABLES, TEAK OVERMANTELS, BRASS FENDERS, LACQUERED TEA-POYS, JAPANESE and CHINESE CURIOS, CHENILLE and MUSLIN CURTAINS, Etc., Etc.

EXTENSION DINING TABLE, SIDEBOARD, with MIRROR, BOOKCASES, DINNER WAGON, ELECTRO, GLASS and CROCKERY WARE, CUTLERY, CARPETS, RUGS, TABLES, Etc.

MARINBURK-MADE BED-ROOM SUITE, TOILET TABLES, WASHSTANDS, SINGLE BRASS-MOUNTED BEDSTEADS, Etc., Etc.

BATH-ROOM and PANTRY REQUISITES.

2 RICKSHAS.

On View from *Wednesday*, the 19th Sept.

Terms:—As Customary.

Catalogues will be issued.

GEO. P. LAMMERT,
*Auctioneer.*

Hongkong, Septembes 13, 1900. 1896

## To Let.

SHOP TO LET.

NO. 62A, QUEEN'S ROAD CENTRAL, presently occupied by ACETYLENE GAS Co.

Apply, G. FALCONER & Co.

Hongkong, August 11, 1900. 1713

TO LET.

BOARD and APARTMENTS, at Kowloon, for Married or Single.

Apply, 'BERYL,'
GARDEN ROAD, KOWLOON.

Hongkong, June 5, 1900. 1284

TO LET.

GROUND FLOOR, 52 PEEL STREET.

13, PRAYA CENTRAL, now known as 20, DES VŒUX ROAD CENTRAL, ROOMS on 2ND FLOOR.

ONE LARGE ROOM, THIRD FLOOR QUEEN'S BUILDINGS.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, September 4, 1900. 1455

TO LET.

A SIX-ROOMED HOUSE, on PEAK ROAD, nearing Completion.

*Also:*

No. 3, RICHMOND TERRACE.

Apply to
HUMPHREYS ESTATE & FINANCE Co., LTD.

Hongkong, September 1, 1900. 1727

TO LET—FURNISHED.

NO. 7, UPPER MOSQUE TERRACE. From the 1st of October, for Three Months.

For Terms, apply to
'G. M. B.,'
Care of 'CHINA MAIL' Office.

Hongkong, September 3, 1900. 1839

## Hotels.

### Pelham House,

FAMILY HOTEL,

WYNDHAM STREET.

1865

### KOWLOON HOTEL,

THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden it is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong.

Bowling Alleys and Billiards.

The Cuisine is Excellent.

J. W. OSBORNE, *Proprietor.* J. H. DOWNS, *Manager.*

Hongkong, September 6, 1900. 1850

### NEW VICTORIA HOTEL.

ROTISSERIE,
*Meals a la Carte.*

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.

Monthly Tiffin at Moderate Rates.

Madar & Farmer,
*Proprietors.*

Hongkong, May 1, 1899. 1787

### 'The Maples.'

**No. 85, Bluff, Yokohama, Japan.**

AN Ideal health resort presenting the advantages of a first-class HOTEL and HYDROPATHIC INSTITUTION. Turkish, Vapour and other Baths. Gymnasium, Billiards, Tennis, Pleasant Garden, Roof Promenade. Extensive Views, Elegant Public Rooms and Sanitary Bedrooms. Special Cuisine. 2047

### THE WAVERLEY HOTEL,

*ICE HOUSE STREET, HONGKONG.*

**A First-Class Private Family Hotel.**

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## THE POWERS AND CHINA.

### A KEY TO AMERICAN POLICY.

New York, July 28.

Some time since an old friend of the writer, who holds very close relations with President McKinley and his guiding Secretary of State, promised to keep me advised as to the inner workings of affairs at Washington, so far as *The Scotsman* might take an interest in them. I must say at once that it was not this political leader who was responsible for the statement I made six weeks ago when the Chinese troubles were first heard of, 'that Mr. McKinley's policy in the case of China is and will be governed entirely by speculations as to what influence any course of conduct he may adopt is likely to have upon his luck in the Presidential election (*Scotsman*, June 26.) Yet, since this statement was made, it has been justified by every movement of Mr McKinley. The man who keeps his ear to the ground, his eye on the ticker, and his voice in bandages, his political manager, Mr Hanna, in an unguarded moment expressed the opinion at one time that McKinley would be helped in the election by making war on China, for the reason that patriotic citizens of all parties would rally around the flag and vote for the man who held it up. But Mr John Hay was not of this opinion, and hence the shifty diplomacy or manœuvring of the State Department which is beyond the comprehension of any European Government, and is a thing of obscurantism to Japan, besides being a cause of perplexity for China.

It is all explainable by the fact that President McKinley's political fortunes will be determined at the polls within the next three months. Any policy in regard to the Chinese question or any other question that promises to increase his vote in the first week of the coming November will be taken up, pursued, and carried out. Any change of policy that promises to better subserve this end will be made and defended whatever foreigners may think or say. If any outsider should ask, 'Is this American statesmanship?' he must be told that sometimes it is, and that it has been exemplified on a good many occasions. It is a result of that peculiar system of Presidential Government which exists in the United States, under frequently-recurring elections, universal suffrage and party convulsions. In this Chinese business, McKinley cannot act like the German Emperor or the Russian Czar, for an election may very soon put an end to his power, and lay him alongside of Mr Cleveland as a 'statesman out of a job.' In 'working the racket' for another term of office McKinley is but following the example of nearly all his predecessors for the past hundred years. I said in a previous letter that in considering American policy in the case of China this leading circumstance must be constantly kept in mind. If it be overlooked, contemporary American history cannot be understood. Secretary Hay knows all about it; he knows, too, that the situation is full of peril; he knows, moreover, that there are rumblings in the political under-world through which his master's hope may be 'knocked higher than a kite.' Mr McKinley has a hard row to hoe, and it will grow harder every day for the next three months. If possible, he must somehow steer clear of a war with China. There are troubles enough already, with Bryan on the rampage and with disturbances multiplying.

The country was stunned by the first news from Pekin. It did not seem as though anything could be done about it. Civilisation had 'run up against a stone wall,' which could neither be battered down nor surmounted. True, we have yellow newspapers which tore their passion to tatters and demanded that McKinley should seize Pekin, crush the rebels, hang the Dowager-Empress and all her accomplices, extinguish Chinese rule, burn things, twist the dragon's tail, and play havoc at long range. But even these yellow papers cooled off when they learned that the Boxers were nameless, that they fought in the most ferocious manner, torturing and killing, and that behind them were 'hordes' to be reckoned by untold millions. Information of this kind put another face on the case, and gave pause to the yellow cranks, and to the more rampant Militia colonels. Even the unqualified 'Roughriders' quailed when they heard that the maddened Boxers cut off the noses of their prisoners and had a war-god whose mouth was big enough to frighten anybody. These stories came to New York at an opportune time, and there is no doubt that they had a quieting influence upon the desperadoes of the Bowery and other places. I never have known this country so greatly dumbfounded as it was by the hurricane of Oriental dispatches that swept over it. Many people felt less certain than they had felt in other times that the American eagle could lick all creation, and everybody was anxious that the British, French, Germans, Russians, and Japanese should fight China and rescue Minister Conger. If there should be a war with China, and this Government were a party to it, I do not believe that troops for it could be raised. Few are the men who appear, in these times, at the recruiting offices in this city and elsewhere, though multitudes are out of work. The few troops of the regular army who have gone to China went under compulsion, and there were lots of desertions from the ranks. It was boasted that a million men offered their services to the Government at the time of the late war with Spain; but no such boast is heard when China outrages the flag. These facts speak louder than words, and there is in them a lesson which Mr McKinley has taken to heart. Ordinarily, when there is a prospect of any kind of a war anywhere, the temper of our belligerent hordes becomes hot beyond measure, but in the present case the public mind is frosted, and the newspapers are free from inflammation. I know very well how influential these things are in Washington, in the State Department, and in the White House. In no other country is the policy of the Government so largely affected by the utterances of the public press, and this statement is pre-eminently true in the year of a Presidential election. Nearly the whole of the American Press is for peace with China, and the peculiar diplomacy of Secretary Hay, who is the dominating authority in matters of foreign policy, may be partly explained by this circumstance.

Then, too, there is the greatest possible apprehension of complications with other Powers in China. What will Russia do? How does France stand? What about Germany? Is Japan looking ahead? Where is Great Britain? There may be rivalries or jealousies. Many things are at stake. The times are critical; the circumstances are perilous; the outlook is toward nowhere. And Mr. McKinley is a cautious man, especially before election. Secretary Hay says that America wants only the open door, the freedom of trade, and a guarantee of protection for the representatives of his Government; but in asking these privileges, he is doubtless aware that he asks a good deal which he could not secure by compulsory means, and which can be gained only by cooperation with several other parties. He sees the situation, and would like to be the master of it, with the aid of anybody willing to give a helping hand while he keeps out of danger. The truth in the case can be learned by inquiry at the State Department, Washington.

The commercial powers of this country are utterly and resolutely opposed to any disturbance of the peace with China. Such disturbance would work evil to all the public interests, would confuse business, would injure the grain growers of the West, the cotton-growers of the South, and the orderly industries of the populous cities. It might result in complications pregnant with disaster, and, indeed, it might even influence American politics so far as to give occasion for the appearance of that prophesied dictator whom so many people expect yet to see.

Another thing. The military Budget of the United States, including the pension roll, has grown so enormously within the past few years that it now amounts to just about half the total expenses of the Government. The debates in Parliament give evidence that that body is watchful of expenditure for army purposes; but the American Congress, as can be seen in the case of the late conflict with poor old Spain, take delight in ravishing the Treasury for war purposes. Its lavish expenditures at that time are yet burdening the taxpayers; it thought nothing of putting fifty million dollars, or a hundred millions, into the hands of the President, to be used at his discretion. The expenditures during the Civil War run into the billions, on much of which interest is still paid. When Mr Cleveland threatened to fight Great Britain over the Venezuelan question, a few years ago, Congress stood ready to drain the country in his behalf. It has always been so in the United States, ever anxious to show the world that 'we have the money, too.' Under these circumstances, think of American participation in such a war as may yet be waged in China! Why, it would mean nothing less than bankruptcy for this Republic.

The various considerations here noted, and popular fear of 'militarism,' must be kept in view when taking account of Secretary Hay's diplomacy regarding the Chinese question. The coming election, however, is the chief of all considerations.

In conclusion, let me make a note about the Chinese element in America. The only civilised country in the world in which there is a large body of Chinese is the United States; and it is estimated that, at this time, they number about one million. I have visited their quarters in this city, and have burned incense in their temples. The thing about which I would now make remark is that they remain solidly heathen, though many of them have been in this 'Christian' country for ten years, twenty years, or more. Some light may be cast upon missionary labours in China by the fact that these Chinamen in America can't be converted. Great and persistent and sincere efforts to convert them have been made. Sunday schools for them have been set up, and young women, as well as men, have been teachers in them; but the crop of converts has been so very small that it is hardly visible. They do not seem to be attracted by the life or morals or manners or ways of the Christians, or even by the religion of the Christians. They are certainly more virtuous, more honest and bland, than the white denizens of the locality in which they live. You will there see white drunkards in plenty, but never a Chinese drunkard. Near their quarter you can see hundreds of liquor-shops, but never a Chinaman enters any of them. It is rare, indeed, that any Chinaman is ever arrested as a criminal or law-breaker. In deportment the better part of them are superior to the whites of their class. Take that profound piece of Confucian philosophy which marks 'true etiquette as but the manifestation of rectitude of heart,' and you will believe that the Chinese in the United States are not destitute of rectitude, though most of them are natives of Canton. In New York, the greatest proportion of them are washermen, and if the washerwomen of Scotland can do better work in washing, starching, and ironing, they are deserving of a bursary in the University of Edinburgh, or of a picture in the 'Weekly Scotsman.' The strangest thing of all, in their case, is that you can't convert them. The Presbyterians have tried Calvin on them, but it was no go. They once thought they had brought one, who, however, astonished them by saying with a smile as child-like as ever was seen on the face of Ah Sin himself—'Me no Plesbyteelons! No catchee me!' And you know how small has been the harvest of souls among the four hundred millions of great China itself.—*The Scotsman.*


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WHILE on a camping trip in Webster county, Mr. S. J. Stump, of Normantown, W. Va., had a severe attack of bloody flux. He says, 'I firmly believe that I owe my life to the forethought of one of the company who had taken along a bottle of Chamberlain's Colic, Cholera and Diarrhœa Remedy.' Moral:—Procure a bottle of this remedy before leaving home. It cannot be obtained when on a hunting, fishing or prospecting trip. Neither can it be obtained while on board the cars or steamship, and at such times and places it is most likely to be needed. The safe way is to have it with you. Thousands of travelers never leave home on a journey without it. For sale by All Dealers. WATKINS & Co., General Agents.

## MR DOOLEY ON CHINESE AND OTHER LIARS.

'Well, Sir, me little Chinese frind Woo must be havin' th' time iv his life in Wash'nton these days,' said Mr Dooley.

'Who's he?' asked Mr Hennessy.

'He's the Chinee Ministher,' said Mr Dooley, 'an' his business is fr to supply fresh, hand-laundhried misinformation to th' sicrety of state. The sicrety iv state is settin' in his office feelin blue because he's just heerd be a specyal corrys-pondint iv th' London *Daily Pail* at Sydney Austhreelya, who had it fr'm a slate-writer in Duluth, that an ar-rmy iv four hundred an' eight thousan' millyon an' sivinty-five bloodthirsty Chinese, ar rmed with flatirnes an' cryin' 'Bung Loo,' which means, Hinnissy, 'Kill th' foreign divvles, dhrive out th' missionties, an' set up in Chiny a govermint f'r th' Chinese,' is marchin' on Vladivostook in Sibe yia, not fur fr'm Tinsin. A knock comes at th' dure an' Woo enthers. 'Well,' says he, with a happy smile, 'tis all right.' 'What's all right?' says th' sicrety iv state. 'Ivrything,' says Woo, 'I have just found a letter sowed in a shirt fr'm me frind Li Hung Much, th' vicerroy iv Bumbang. It is dated th' fourth hear iv th' third day iv th' eighth or green cheese moon,' he says. 'What day is that?' says th' sicrety iv state. 'It's Choosday, th fourth iv July, Winsdah, th' eighth iv October, an' Thirsdah, the sivinteenth iv March,' he says. 'Patrick's day,' says the sicrety iv state. 'Thrue fr ye,' says Woo. 'What year?' says Jawn Hay. 'Th' year iv th' big wind,' says Woo. 'Good,' says Jawn Hay, 'proceed with ye'er story.' 'Here's th' letter,' says Woo. 'I know 'tis genooyine because it is an ol' dhress pattthern used be th' impress. It says: "Oscar Woo, care iv himsilf, annywhere: Dear Woo, brother iv th' moon, uncle iv the sun, an' roommate iv th' stars, dear sir: Yours iv th' eighth day iv th' property moon sayceived out iv th' air yesterdah afthernoon or to-morrow, an' was glad to note yp ar-re feelin' well. Ivrything over here is th' same ol' pair of boots. Nawthin' don. Peking is as quiet as th' gr-rave. Her majesty, th' impress, is suffrin' slightly fr'm death be poison, but is still able f'r to do th' cookin' f'r th' Rooshan ambasaadure. Th' impror was beheaded las' week an' feels so much bether f'r the opiration that he expicts to be quarthered next Sundah. He's always wanted to rayjooce his weight. Some iv th' Boxers called on th' foreigners at Tinsin las' week an' met a war-rum rayception. Th' foreigners afterward paid a visit to thim through a hole in th' wall, an' a jolly day concluded with a footrace, at which our people are becomin' expert. Some iv th' boys expicts to come up to Peking nex' week, an' th' people along th' like iv th' railroad are gettin' ready fr thim. This is really all th' news I have, exciptt that cherries ar-re ripe. Me pin is poor, me ink is dhry, me love f'r you can niver die. Give me regards to Sicrety Hay whin he wakes up. I remain, illustrhus cousin iv th' risin' dawn, thruly yo'ers, Li. P. S.—If ye need anny more information take a longer dhraw.'

'"Tisn't," says Woo, 'is wan way iv r-readin' it. Read upside down it says that the impress has become a Swedenboorjan. I will r-read it standin' on me head whin I get home, where I can pin down me overskirt; thin I'll r-read it in a lookin' glass; thin I'll saw it into shrips an' r-run it through a wringer an' lave it sthand in a tub iv bleesh, an' whin it's properly starched I'll find out what it says. Finally I'll cut it into small pieces an' cook with rice an' lave it to rest in a cool place an' thin 'twill read even bettther. I hope y're satisfied,' he says. 'I am,' says Jawn Hay. 'I'll tillygraft to Mark that ivrything is all r-right,' he says, 'an' that our relations with his Majesty or her Majesty, or their Boxerships, or th' Down-With-th'-foreign-divillocs or whoiver's arunnin' th' shop over beyant, are as they ought to be, or better, as th' case may be,' he says. 'Good,' says Woo, 'you're a man afther me own heart,' he says. 'I'll sind ye a little book wrote be a frind iv mine in Peking,' he says. 'Tis called *Heart to Heart Lies I Have Had*,' he says. 'You'll like it,' he says. 'In th' meantime,' he says, 'I must write a secret message to go out by to-night's hotair express to me corrysponddint in Meriden, Connecticut, urgin' him to sind more impeeryal edicks iv a fav'rably nature,' he says. 'I've only had twinty so far, an' I'm gettin' scrivener's palsy,' he says, 'But before I go,' he says, 'I bet ye eight million yens, or three dollars an' eighty-four cints iv ye'er money, that ye can't pick out th' shell this here pea is undher,' he says. An' they set down to a game iv what is known in Peking as diplomacy, Hinnissy, but on Randolph street vindock is called th' double dirty.'

'I don't believe wan wurrud iv what's in th' pa-apers about Chiny,' said Mr Hennessy.

'Well,' said Mr Dooley, 'if ye believe anything, ye'll believe ivrything. 'Tis a grand contist's goin' on between westhren an' easthren civ'l lization. 'Tis a joke iv me own, Hinnissy, an ye'd undherstand it if ye knew spellin'. Th' westhren civilization, Hinnissy—that's us—is a pretty good lur, but he's kind iv rough an' tumble at it. He goes in head down, an' ivry lie he tells looks like all th' others. Ye niver see an Englishman that had anny judgement in lyin'. The corryspondint iv th' *Daily Pail* is out iv his class. He's carryin' lies to Iseville. How in th' wur-ruld can we compete with a country where ivry lab'rer's cottage prajooces lies so delicate that th' workmen iv th' west can't undherstand thim? We make our lies be machinery; they turn out theirs be hand. They imitate th' best iv our canned lies to deceive people that likes that kind, but f'r artists they have lies that appeals to a more refined taste. Sure I'd like to live among thim an' find out th' kind iv bouncers they tell each other. They must be gr-rand. I only know their export lies now—the surplus lies they can't use at home. An' th' kind they sind out ar-re bether than our best. Our lies is no more thin a contradiction iv th' thruth: their lies appeals to th' sinse iv honesty iv anny civilised man.

'They can't hurt us with their lies,' said Mr Hennessy; 'We have th' guns an' we'll bate thim yet.'

'Yes,' said Mr Dooley, 'an' twill be like a man who's had his house destroyed be a cyclone gettin' up an' kickin' at th' air.'

*(Received at the Japanese War Office.)*

### Hardships of Chinese.

Taku, Aug. 27th.

The people between Tientsin and Peking are suffering terrible hardships at the hands of the Chinese soldiers. Most pitiable is the fact that being without grain they are threatened with famine, and that many of them having lost all their garments, are likely to perish of cold during the approaching winter. It is most important that Japanese merchants should speedily forward stores of rice, cotton and stuffs. It should be noted that although the railway, being in the hands of the Russians, does not offer facilities for the transport of private goods, the river is very little used for that purpose at present. There will be a considerable demand for provisions and winter clothing on the part not only of the troops but also of the people. Much need is also felt of tailors, boot-makers and barbers.

### Meeting of Foreign Representatives.

Peking, August 25th.

At a meeting of the Foreign Representatives and commanding officers held to-day, it was decided that the gates of the Imperial City should be guarded as hitherto, namely, the south gate by the Americans and the other three by the Japanese. It was farther decided that, to commemorate the capture of Peking, the allied troops should file through the Imperial City next Tuesday (28th). This afternoon the French and Japanese flags were raised on the hill called Kingshan within the Imperial City. Over seventy Chinese came to the Tungfah Gate to-day and surrendered. In order to make inquiries into the state of affairs in the interior of China, five of these men were detained by the English and five by us. The remainder were released. It is probable that many more will surrender. The active members among the City's officials are coming forward, and 15 of them have placed themselves in communication with the Doyen of the Corps Diplomatique.

### In the Palace.

Peking, Aug. 27th.

Among the five prisoners detained yesterday, two were sent into the Palace with a message for the inmates. The result was 260 persons came out to-day and surrendered. The majority of them were guards and eunuchs, there being only one officer. The officer was taken to our Head-Quarters and treated with every consideration. He was then released and sent to the Palace to explain that the allied troops would file through on the 28th, and to request that order should be preserved. It appears that six ladies who formed part of the household of the two last Emperors and eunuchs are in the Palace. Notice was given to these that they would not be in any way injured and that supplies of food and other necessaries would be sent to them. Moreover, in order to prevent disturbance on the 28th instant, Ching Hsin, a member of the Tsung-li Yamen and others, are to be sent to the Palace to-morrow.

### Triumphal Entry into the Palace

Peking, August 28.—The march past in honour of the occupation of Peking was held to-day at 8 a.m. The procession entered the Imperial palace by the South gate and went out by the North gate. The Russians (800) came first, followed by the Japanese (600), British (300), Americans (300), French (two companies), Germans (one company). The British opened the gate at the South gate (original telegram given as above), and the French and Japanese fired salutes of 21 guns respectively. The foreign Ministers marched at the head of the procession. After the troops passed through the Palace, the Ministers, officers and other officials visited the Kenching and other Palaces. There was no hitch whatever, and the Chinese officials who are in the Palace provided tea and cakes. The Secretary of the Tsungli Yamen, who proceeded some time ago to Silai-ken, to accompany Prince Ching back, returned to Peking to-day and reported that he will set out thither to-morrow again and bring the Prince with him. The Prince will arrive at Peking on the 2nd September next. It is confidently reported that Li Hung-chang will arrive at Peking within five days.

(Sili-ken is within the jurisdiction of Hsi fu, and lies to the North of Peking.)

War Department Telegram.

*(P. and T. Times.)*

### Arrest of Gervase Cooke.

On August 24th an Englishman named Gervase Cooke, supposed to be a correspondent of some engineering paper, was arrested in Peking by General Gaselee's orders, for entering wealthy Chinese houses and intimidating the inmates with a gun for the purpose of extorting large sums of money. In exchange he presented them with a strip of calico marked 'Under the Protection of Cooke & Co.' to hang up outside their doors. One place that he entered happened to be the Fu or palace of the grandson of the late Viceroy of Chihli, Yü Lu's predecessor, Wang Wen Shao. The occupant could not hand over the required sum at once, so Mr Cooke very magnanimously said he would be content with the title deeds of the place. These were duly given into his keeping, and he then proceeded to take up his abode there. While he was feasting in his new residence, and being entertained with all the best wines of the establishment, the owner slipped over to the British Legation and had a little talk with the General about it. The General was keenly interested in the narrative and expressed a strong desire to see Mr Cooke, who was promptly summoned to Headquarters. The interview was an extremely interesting if slightly personal one, as we believe General Gaselee in course of conversation intimated that Gervase Cooke, Esq., was a discredit to the British flag, and would possibly be prevented from continuing so by an official salute the following morning. However, this sentence was not carried out, and Cooke accompanied the next convoy to Tientsin under instructions not to return. We are very glad his case has been made an example of—there is quite enough going on round us to discredit the 'Civilized West' in Eastern eyes without any leniency being shown to persons of the Gervase Cooke type.

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## Notices to Consignees.

STEAMSHIP *INDUS*.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from LONDON, ex s.s. *Pella*, and from BORDEAUX, ex s.s. *Ville de Buenos Ayres*, in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG, KOWLOON WHARF & GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, the 10th Instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 17th Inst., at Noon will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 17th Instant, or they will not be recognized.

All Damaged Packages will be examined on MONDAY, the 17th Inst., at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
*Agent.*

Hongkong, September 10, 1900. 1877

NOTICE TO CONSIGNEES.

S. S. *HILLGLEN*,

FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th Inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th Inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LTD.,
*Agents.*

Hongkong, September 12, 1900. 1891

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, KARRACHI, BOMBAY AND SINGAPORE.

THE Steamship *Melpomene*, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED, whence delivery may be obtained.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 20th Inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th Inst. will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co.,
*Agents.*

Hongkong, September 13, 1900. 1895

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER *TIENTSIN*.

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From CONSTANTINOPLE, ex s.s. *Elenkira*.

Optional Goods will be landed here unless instructions are given to the contrary before 5 p.m. To-day.

Goods not Cleared by the 19th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

A. M. MARSHALL,
*Acting Superintendent.*

Hongkong, September 13, 1900. 1892

## Intimations.

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Hongkong, April 1, 1899 867

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## Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co.'s Steamship *Kutsang* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 15th Instant, will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
*General Managers.*

Hongkong, September 13, 1900. 1897

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship *China*, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before NOON, on the 21st Inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st Inst. will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co.,
*Agents.*

Hongkong, September 14, 1900. 1900

NORTHERN PACIFIC STEAM SHIP COMPANY.

NOTICE TO CONSIGNEES.

S. S. *GLENOGLE*.

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LTD.,
*General Agents.*

Hongkong, September 10, 1900. 1878

NOTICE TO CONSIGNEES.

'GLEN' LINE OF STEAMERS.

FROM MIDDLESBRO', LONDON AND STRAITS.

THE Steamship *Glengyle* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 p.m. To-day.

Goods not cleared by the 16th Inst. will be subject to rent.

No Fire Insurance has been effected.

All Damaged Packages must be left in the Godowns, and a certificate of the Damage obtained from the Godown Co. within four days of Steamer's arrival, after which no Claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, September 10, 1900. 1876

## Intimations.

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When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND. E20

**MEMOS. FOR TO-MORROW.**

**Shipping.**

Daylight.—*Maidzuru Maru* leaves for Ewatow.

**Miscellaneous.**

Goods per *Glengyle* not cleared after this date subject to rent.

**MEMOS. FOR MONDAY.**

**Tender Closed.**

11 a.m.—Tenders for Government Bills received by the District Paymaster, Army Pay Department.

**Meetings.**

5.15 p.m.—Meeting of Members of the Hongkong Cricket Club, at the Pavilion.

9 p.m.—Meeting of Perseverance Lodge.

**Miscellaneous.**

Goods per *Indus* unclaimed before Noon, subject to rent.

**General Memoranda.**

WEDNESDAY, September 19:—
Goods per *Tientsin* not cleared at 4 p.m. subject to rent.
Goods per *Hillglen* undelivered after this date subject to rent.

THURSDAY, September 20:—
Noon.—Tenders for Sale Hull of a Steam Launch, received by Commodore, Naval Yard.
5 p.m.—V. R. C. Aquatic Sports.
Goods per *Melpomene* undelivered after this date subject to rent.

FRIDAY, September 21:—
4.30 p.m.—V. R. C. Aquatic Sports.
Goods per *China*, undelivered after this date subject to rent.

SATURDAY, September 29:—
Noon.—Meeting of Shareholders of the Douglas Steamship Co., Ltd., at the Company's Offices.

FRIDAY, October 5:—
Final Call of $1.00 per Share of the Tebrau Planting Co., Ltd., due.

**Exchange.**

HONGKONG, September 15, 1900.

| | |
|---|---|
| On London— | |
| Bank, Wire, ... ... ... ... | 2/0⅜ |
| ,, On demand, ... ... ... | 2/0⅜ |
| ,, 30 days' sight, ... ... | 2/0⅛ |
| ,, 4 months' sight, ... ... | 2/1⅛ |
| Credits, 4 ... ,, ... ... ... | 2/1⅝ |
| Documentary, 4 months' sight, ... | 2/1⅛ |
| On Paris— | |
| On demand, ... ... ... ... | 2.60½ |
| Credits, 4 months' sight, ... ... | 2.65½ |
| On Berlin—Demand, ... ... ... | 2.12⅝ |
| On New York— | |
| On demand, ... ... ... ... ... | 50½ |
| Credits, 60 days' sight, ... ... ... | 51⅜ |
| On Bombay— | |
| Wire, ... ... ... ... ... ... | 154⅞ |
| On demand, ... ... ... ... ... | 155 |
| On Calcutta— | |
| Wire, ... ... ... ... ... ... | 154⅞ |
| On demand, ... ... ... ... ... | 155 |
| On Singapore— | |
| On demand, ... ... ... ... | ½ % pm. |
| On Manila— | |
| On demand, ... ... ... ... | 1 % pm. |
| On Shanghai— | |
| On demand, ... ... ... ... ... | 71⅝ |
| 30 days' sight, (private paper) ... | 72⅝ |
| On Yokohama— | |
| On demand, ... ... ... ... | 1½ % dis. |
| Gold Leaf, 100 tls. (per tael) ... | ...$51.00 |
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1807


*The publication of this issue commenced at 5.15 p.m.*

# The China Mail.

HONGKONG, SATURDAY, SEPTEMBER 15, 1900.

THE speeches delivered in the House of Commons, on the 2nd August, by Sir E. Grey and Mr Brodrick contain food for reflection for those who are interested in the China Question. Sir Edward Grey was the Under Secretary for Foreign Affairs in the last Liberal Administration, and is the mouthpiece in the House of Commons of the Imperialistic section of the Liberal party, as Lord Rosebery is in the House of Lords. Mr Brodrick is Under Secretary for Foreign Affairs. In recent years there has been something like a *rapprochement* between the Conservatives and this section of the Liberal party, and it is not astonishing, therefore, to find Mr Brodrick accepting, to some extent, Sir Edward Grey's lead in his forecast of the Government's policy in China. We are not prepared, however, to join in the chorus of approval with which these speeches were received in the House and by the majority of the Press and public. Sir E. Grey, addressing himself to the question of indemnity for China's transgressions, was willing to eschew territorial indemnification. Indeed, he favoured personal punishment in the first instance, and the monetary indemnity, we assume, he would extract from the men who instigated the Boxer attack upon the foreigners. But what is going to happen after the foreign troops have been withdrawn from Peking he is evidently at a loss to foretell. With that happy-go-lucky style that has characterised British policy in China for many years, he said, 'First, that as the result of this agitation and disturbance after accounts had been settled with the Chinese Government, *something better might come to the top in China than had existed for some time past*; and secondly, that there was some hope that the lessons of the past few days might be taken to heart by the Powers most interested, and that disintegration might be arrested, and that all the Powers who had interests in China might be disposed to leave China more to itself.' This is the outcome, then, of Sir Edward Grey's study of the Chinese problem in the light of the past century's intercourse of Europe with Asia. It can hardly be said that he has pondered the teaching of history to any good purpose and if he imagines that 'the Powers most interested' will leave China more to herself all we can say is that Sir Edward Grey is more of the Simple Simon than his past training could have led us to believe. It would have been more statesmanlike if, instead of burying their heads in the sand, Mr Brodrick and Sir E. Grey had faced the prospective difficulties of the situation, and attempted to lay down the basis of a future settlement of the China question likely to meet with approbation by all the Powers concerned. To fold their hands and hope that 'something better might come to the top in China' is equivalent to saying that the millennium is coming nearer.

In the following sentences, Sir E. Grey tells us what we may expect should the Liberals return to power at the General Election:—'It is our interest that the Government of China should be an independent Government, and a strong Government, and a better Government than it has been in the past. It is not our business, nor do I think it is the business of any of the other Powers, to attempt to set up that Government in China. It must be formed by the Chinese themselves as the outcome of their own agitation. If it were formed by any Foreign Power the Government that was set up would depend on the Power or Powers which put it in place, and it would not be successful.' That is to say, having marched our troops up to Peking and marched them back again, and punished the perpetrators of the outrages upon the foreign residents, we wash our hands of all further responsibility in China, trusting that some miracle will happen to give China a clean and capable government, able to stand alone and carry out the internal reforms which Sir Edward, in the latter portion of his speech, apparently considers desirable. The likin duties being the great obstacle to trade, he would like to see them placed under administration like the Maritime Customs, and thereby the trade in China would be expanded enormously. So it might; but this happy ideal will never be attained if the Powers are to wait for 'something better to come to the top.' His knowledge of the average Chinese official is evidently derived from sources with which we are not familiar. To put the issue plainly, he imagines that all we have to do to expect reform in China is to leave the Chinese alone. He does not take into account the disturbance of vested interests that has already taken place, nor the fact that foreigners will again be expected to live in the interior thousands of miles away from the sea-coast, and at the mercy of the brutes who have already demonstrated their inhumanity where foreign lives are concerned. Just leave them alone; China for the Chinese; something will come to the top! It is an easy method of getting away from a very serious question; but is it statesmanlike? In the main, Mr Brodrick agrees with the spokesman of the Liberal party. The two most encouraging features of his speech are the declarations against partition and that Shanghai will be defended by a British force at all costs. The following passages summarize the Government's policy, which it will be seen, is more negative than positive:—

'The Government agrees with the suggestion laid down by the hon. baronet that whatever Government is to be the prevailing Government in China after this—whether the central seat of the Government remains where it now is, whether the dynasty remains what it is, whether the government which has been in name at Peking, a government throughout China, remains so in fact, or whether it becomes diffused among those Viceroys who have now, in so many respects, an independent position—that Government must be in the first place a Chinese Government for the Chinese. Her Majesty's Government are not prepared to undertake themselves, nor are they prepared to assist other Powers in undertaking, to Indianize China. We are not prepared to undertake the responsibility of European administration in the remote portions of China which would entail upon us responsibilities in which we are determined to take no part. Much has been said to-night about the question of the organisation of the Chinese army. I will say at once that Her Majesty's Government does not contemplate the idea of organising a Chinese army under foreign officers in order to add to the strength of China as a sovereign Power.

'Her Majesty's Government do not shut their eyes to the fact that great changes may result from the recent calamitous events. The Chinese Government, or, in some respects, the want of a Chinese Government, the comedy of the Chinese Government, has almost brought about the greatest tragedy of the century, and no one can tell whether the result of this action will not be to put back the clock of civilisation in China by forty or fifty years. All Her Majesty's Government feels is this. Although we cannot see the actual steps before us, although we do not desire to cross the hon baronet's view, that we should not set up a Europeanized Government, I cannot help hoping that the Powers of Europe will discover some foundation upon which to build a Chinese Government wich will not utterly deny the benefits of civilised rule to a population amounting to one-third of the whole human race. If that should happen, then a great crisis will have been made into a great opportunity.'

Here there is something more encouraging. But Mr Brodrick's statement would have been still more encouraging had he declared in favour of joint action on the part of the Powers to give the remotest corners of China the advantages of a civilised government, or, in other words, to Indianize China. We know that the integrity of the Chinese Empire can only be upheld through a Chinese Government, either at Peking or Nanking; but unless pressure comes from the outside, unless help is given by the Powers, the Chinese, of their own initiative, cannot carry into realisation that ideal of reformed government hinted at by Sir E. Grey and desiderated by most writers on Chinese affairs. Mr A. R. Colquhoun urges forcibly enough the vital need of thorough reform in the fiscal system of China, which lies at the root of any attempt to improve the condition of internal China and place its government upon a rational basis, and he also shows how almost insuperable are the difficulties in the way of reform, even if the process is undertaken with foreign help. Lord Curzon, now Viceroy of India, put his finger on the weak spot of Chinese administration—the lettered bureaucracy, the vicious incubus of officialism, selfish, domineering, corrupt. How China is to establish a really capable Government out of the elements at her hand is beyond ordinary comprehension, and as our faith is not so strong as Sir Edward Grey's that 'something better will come to the top,' we reiterate that without European control at the centre of authority it is useless to hope for changed conditions in China in accordance with Western ideas of progress, righteousness and stability. Mr Brodrick would fain shirk the difficulties which circumstance will force upon the British Government, and we sincerely trust that his show of boldness in stating that Her Majesty's Government would not desert 'all that Englishmen had built up (in China) during the last hundred years' is not mere 'make believe' for the sake of appeasing those of the Government's supporters who are afraid of their interests in China being thrown over because of great Imperial difficulties elsewhere. We know not what is in the womb of the future, but we can hazard the opinion that some of the Powers now represented in the field force in North China hold different views from Germany and Great Britain regarding the integrity of China. We hope sincerely that the weight of the United States and Japan will be brought to bear in the international councils to prevent the break-up of this vast empire, and that the various Governments will agree to assist the Chinese in establishing a Government which will observe its international obligations, while introducing such reforms as will eradicate whatever excuse may exist for periodic outbursts of rebellion on the part of the governed.


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## CHURCH SERVICES.

ORDER OF CHORAL SERVICE AT ST. JOHN'S CATHEDRAL.—14TH SUNDAY AFTER TRINITY. SUNDAY, SEPT. 16.

Matins.—11 a.m.:—Responses, Ferial; Venite, Kempton; Psalms, Weldon, Rimbault, Crotch and Kelway; Te Deum, Hayes, Russell and Stainer; Benedictus, Hopkins in C; Anthem, 'Sing praises unto the Lord' Gounod; Hymn, 209; Kyrie, Gounod in G; Offertory Hymn, 259.

Evensong.—5.45 p.m.:—Responses, Ferial; Psalms, Turle, Cooke, Heywood and Hopkins; Magnificat, Mornington in D, Nunc Dimittis, Rolmore in F; Hymns, 185, 228 and 307; Vesper Hymn, Steane; Voluntaries, Fantasia—Tours, Andante Tranquillo, Smart.

UNION CHURCH. SEPT. 16.

11 a.m.:—Voluntary, 'Melodie in F' Rubenstein; Hymn, No. 215 (Capetown) Filitz; Psalm, No. 130 (Double Chant) Attwood; Anthem, No. 7 'Lord for Thy Tender Mercies' Sake' Farrant; Hymn, No. 315 (St. Alfred) Dykes; Hymn, No. 376; Voluntary, Offertoire from the 'Messe de Marriage,' Dubois.

6 p.m.:—Voluntary, Andante from 6th Organ Sonata, Mendelssohn; Hymns, Nos 486, 68, 286, 361, 491; Voluntary, Allegro from 3rd Organ Sonata, Mendelssohn.

WESLEYAN METHODIST CHURCH.—SUNDAY, SEPT. 16.

Morning:—10.30. Evening:—6.

ST. PETER'S CHURCH, WEST POINT. 14TH SUNDAY AFTER TRINITY. SUNDAY, SEPT. 16.

11 a.m.:—Hymn, 409; Venite, Camidge; Te Deum, Jackson; Benedictus, Goss; Hymns, 374, 325, 211.

6.30 p.m.:—Hymn, 47; Magnificat, Robinson; Nunc Dimittis, Battishill; Hymns, 426, 11, 419.

The Mission Launch *Dayspring* will call on the ships on Sunday morning between 9 and 10.30 to take men ashore to the services. The 'answering pennant' may be hoisted.

Lieutenant Edward L. D. Morgan, of the *Majestic*, the flagship of the Channel Squadron, anchored at Portland, killed himself on 15th August by jumping off the main topsail yard. He is believed to have been insane.

## LOCAL AND GENERAL.

**Notes by the Way.**

Inward Parcels by s.s. *Bengal* will be ready for delivery at 3 p.m. to-day.

A correspondent writes—'Glad to hear Mr Kruger has gone to Pott at last.'

The French Mail of the 13th August was delivered in London on the 14th inst.

The trial trip of the stern-wheel steamer *Nanning* took place this afternoon.

The extent of the damage by the burning of a kerosine junk the night before last is computed at between four and five thousand dollars.

To-day is the Parsee New Year, being the year 1270 Anno Yezdijird. A *Jasan* or special service was held this morning at the Parsee Club, Shelly Street.

We understand that there will be a concert held at Volunteer Headquarters on Wednesday, 26th September; particulars of which will be published later.

It is stated that French capitalists intend to run a line of steamers between Haiphong and Hongkong, with calls at Pakhoi. The French are buying up large tracts of land at the last-named place.

Lieutenant-Colonel Mallory, of the United States Army, who was despatched to North China to watch operations and report to the General Commanding in the Philippines and to Washington, arrived in Hongkong yesterday on his way to Manila.

**Purifying the City.**

A Japanese woman of No. 44 Ship Street was, yesterday, fined $150 for an offence under the Protection of Women and Girls' Ordinance. To-day Mr Hazeland ordered six houses of ill repute, situated in the Central District, to close by Tuesday at noon.

**Conviction Reversed.**

Yesterday afternoon, at the Magistracy, before Mr Hazeland, the re-hearing of the case in which Lo Fuk was fined $100 for infringing the rights of the Postmaster General by unlawfully conveying letters between Hongkong and Canton took place. Mr Deacon (Messrs Deacon and Hastings) was for the defence, and he convinced His Worship that the letters had gone through the Post Office, been handed to the Customs Officials at Canton, and distributed by them. The conviction was accordingly reversed and the fine returned.

**Amicably Settled.**

At the Magistracy yesterday, Mrs Johannsen, of No. 1, Beaconsfield Arcade, charged her house-boy with disobeying her lawful commands. The boy had taken out a summons against Mr Johannsen for assault, and Mr Hazeland adjourned the cases in order that they might be heard together. The evidence was taken to-day. Mr Johannsen admitted striking the boy because he had been impertinent. The Magistrate told Mr Johannsen that he had no business to strike the boy. The boy expressed his willingness, however, to return to his work, and both summonses were dismissed.


**Stearns' Wine of Cod Liver Oil**

is an ideal tonic in general debility, and convalescence from influenza, fevers, etc. Sold by all Chemists. Wholesale and Retail from A. S. Watson & Co., Ltd., Hongkong.


## LOCAL AND GENERAL.

**Volunteer Camp.**

We learn that the Volunteer camp of Exercise which has been fixed to take place from 19th to 29th October, is to be located this year at Kowloon in close proximity to the Rifle Ranges. The camp being easy of access, should be attended by even greater numbers than on any previous occasion.

**Damage on the West River.**

All along the West River from Samshui to about four miles above Shuihing, a distance of over thirty miles, the damage done by the typhoon of 11th September was very considerable. The banks were strewn with wrecked and damaged cargo boats, junks, etc. Several large rafts had broken up and the timber was spread all over the river. Both the Likin hulks at Shuihing suffered very considerably. One collapsed altogether and the other sank to the water level. The banks in many places were washed away and the river was full of drift to such an extent that it necessitated steamers going astern occasionally to get clear of it.

**Roguery in the Coal Trade.**

Yesterday Inspector Duncan who looks after the weights and measures of the Colony paid a call on the Wing Jan coal shop at 101 Praya East. He picked up one of the weights in use, and on testing it found that it was 12 per cent. in favour of the purchaser, a rather unusual discovery to make, but easily understood when the proprietor's business is inquired into. The proprietor was brought before the Magistrate to-day, when it was explained that this weight was used for weighing quantities of coal which defendant bought in from coolies and others, who simply stole it off ships in the Harbour. Mr Hazeland gave prisoner a good 'dressing down.' He told him that he knew the tricks these people practised well. The coal bought in by them was stolen off lighters while they were coaling ships in the Harbour, carried to the coal shop, and bought for a trifle by defendant and others, who then retailed it. He was nothing more nor less than a resetter, and he would have to pay a fine of $100, or suffer imprisonment for two months with hard labour.

**Having a Bino.**

George Nash and John Halston, firemen of the U.S. transport *Meade*, were charged, before Mr Hazeland to-day, with behaving in a disorderly manner at Hunghom Hotel yesterday. The hotelkeeper said that at five o'clock the defendants arrived at his hotel and asked for drink. Because he refused to give them any they became angry and broke six tumblers. They were drunk, else he would not have refused to supply them. The first defendant got hold of a bottle of whisky on the counter, drank some of it and then threw the bottle away. The barman's story was somewhat different. He said the men came in with two bottles of whisky which they had procured from the compradore next door. They asked for a corkscrew, which was refused them, and becoming noisy they were ordered out. They then went up to some men sitting at a bench and gave them some of the drink, after which the bottle was chucked on the floor.—Defendants said they tried to separate some men fighting in the bar. They did not break any tumblers, nor smash complainant's bottle of whisky. Owing to the conflicting evidence, the Magistrate discharged the prisoners.

**The Hospital Ship 'Maine.'**

The American hospital ship *Maine* is under the control of Admiral Seymour and, as a Red Cross ship, will receive patients of any nationality which Admiral Seymour may elect to send on board. The expense entailed upon the ship whilst serving in China are likely to be considerably heavier than those involved while she was carrying out the same work in South Africa, but the committee hope that both wealthy Americans and others who are interested in the work for which she has been sent out will again generously contribute to the funds.

**Sir Edward Chichester.**

Captain Sir Edward Chichester, R.N., of Manila Bay fame, who has been principal transport officer in South Africa, has been entertained at a banquet at the City Club, Cape Town, by the numerous captains of merchant vessels that have been doing transport service, and by the many civilians and others who have been connected with the transport of troops and stores to South Africa during the war. The conveyance of such a huge amount of stores, in addition to the mules, horses, and troops, to the Cape, and the thousand and one arrangements that have had to be made to get them all sent on to their destination; the amount of energy, tact, and *savoir faire* that have been required to make the whole concern work smoothly and efficiently, have never had their parallel in the history of the world. At the conclusion of the banquet Sir Edward was presented by the masters of the hired transports and some of the citizens with an illuminated address and a silver model of the Clock Tower at the docks at Cape Town.


**Stearns' Headache Cure**

is widely imitated. Insist on having STEARNS', the original and safest remedy for giving instant relief. Wholesale and Retail from A. S. Watson & Co., Ltd.

For the Blood is the Life.—Clarke's World-famed Blood Mixture is warranted to cleanse the Blood from all impurities from whatever cause arising. For Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples and Sores of all kinds, its effects are marvellous. Thousands of wonderful cures have been effected by it. Sold everywhere at 9s. 9d. Beware of worthless imitations. E24


## CHUTNEY.

*(Manufactured by the Firm of Irresponsible Chatter and Co.)*

The person or personages who painted the statue in Leicester square were, so far as the Firm remember, never discovered. When the Hongkong cricketers visited Singapore in 1890, the band of the jovial Doctor and others—some, alas, soon afterwards to meet their fate in the wreck of the *Bokhara*—was distinctly traceable in the painting of the elephant outside the Town Hall and the adornment of the then Colonial Treasurer's house by coating every available spot a vivid green, a colour the said Colonial Treasurer heartily detested. The question now before us is: 'Who painted out Salisbury Avenue and substituted *Paradise Alley* in a certain row of suburban residences in Kowloon?' It is allowable, we admit, for any man to call his house Krugersdorp or Virtue Villa, or anything else his weird fancy may dictate, but when it comes to changing the names of streets or localities, the perpetrators of the joke might possibly find themselves involved in serious legal complications, which are not at any time pleasant to contemplate.

* * *

In a recent leading article of yours, Mr Editor, you discuss the prevailing lack of knowledge on Far Eastern affairs among the people at Home. The Junior has pointed out an instance of this in a novel which he has recently read, written by no less a person than Guy Boothby, who, we believe, has visited Hongkong and, therefore, ought to know something about the place. The passage in question occurs in 'The Red Rat's Daughter,' and is descriptive of a steam yacht arriving here, and runs thus:—'Entering the Ly-ee-moon Pass, we passed Green Island, and at length arrived in view of the City of Victoria Hongkong.' The Firm can only suppose that Mr Boothby's yacht struck Aberdeen by mistake. Anyhow, these sort of assertions are calculated to bust up one's geography.

* * *

*On dit* that, owing to the departure of Mr Sexton, the A.D.C. will not produce *David Garrick* as originally intended. We would have liked to have seen Hongkong's cleverest amateur in this especially difficult part, but the fates have willed otherwise. However, the Firm hear, on reliable authority, that another piece is to be selected. There was some talk of putting on Gounod's *Faust*, with Mr Marsh in a principal rôle, but it appears to have been abandoned. Wouldn't *Carmen* be possible, with Mr Marsh in his original character?

* * *

We were to have been cut off lock-stock-and-barrel on the fifteenth day of the present Chinese moon, but, somehow, the projected massacre did not come off. It appears, however, that there is another big joss day this year, when the moon is at its full and, on this occasion, so we are assured, the foreigner is to be wiped out. The Firm's compradore explained to Gussey's Amah that, quite recently, an excessively big lobster was captured in Canton, and that when it was about to the boiled the lobster addressed the astonished fishermen to the following effect:—'If I weigh more than three catties, take care that no Chinaman builds a house in Hongkong, for Hongkong is to be destroyed.' The lobster weighed three-and-a-half catties. The conclusion is obvious, but we would like to have owned that lobster. There is money in a crustacean that can speak Chinese, or even Volapuk.

* * *

The cold-blooded innocence of humour which distinguishes some people into whose heads a joke is impossible of penetration, reminds us of the insane attempt to bore Mount-Gennis tunnel with the end of a boiled carrot. The Firm has, we believe, in the course of its career, not yet earned a reputation for ambiguity, and still some of the readers of these notes will persist in seeing something in them which the writers certainly never intended. A remarkable case in point was the paragraph re the Bands in Kowloon in your last Saturday's issue, which evoked two rather feeble protests from your correspondents. The Firm, as you state in your editorial comment, do not object to the bands, on the contrary, its members are always pleased to listen to them, but it is surely drawing the long bow well to the shoulder to state that the band of the Third Madras Infantry is one of the best in India? It may be a very good band, nay, is, but we, who know India from Calcutta to Bombay, could mention a dozen bands that can play rings round the Third Madras. Injudicious adulation of the type displayed in 'Oh, Listen to the Band's' letter invariably defeats its object.

* * *

The Boers in South Africa still continue to Rob up serenely in the most unexpected places. Their re-occupation of Bethlehem gives them the command of the rail *via* Van Reenan's Pass and Harrismith, while the other places they have entered, namely Senekal, Fauriesberg and Ladybrand, all command important strategic positions, Ladybrand threatening Bloemfontein, and Senekal Winberg, thus rendering the cutting of the direct line from Cape Town at Smaldeel a possibility. The Boer is a snake that requires a lot of scotching, and nothing short of complete extermination will ever satisfy him of his powerlessness to contend against an English army. This may sound somewhat blood-thirsty and cruel, yet, still, the fact remains, as the history of the *voortrekkers* amply illustrates. Now that ex-President Kruger has done a skip, there is every probability that the cohesion of the Boers will be broken up and that actual military operations will cease, but there will always remain that intense hatred of us and all our methods of Government, notably of taxation, which is characteristic of the Dopper, and which may demonstrate itself in overt acts at any and every moment for all time to come.

* * *

It does not seem much of a snap for General Baden-Powell to be appointed Chief of the Police of the Transvaal, but we have to remember that the Police Force in South Africa largely partakes of the nature of a military organisation, and that, for some time to come it will, especially in the Orange River Colony and the Transvaal, have all its work cut out in keeping the malcontent Boers of the disaffected districts quiet and in order. In short, our rule in the two Republics will have to be a military one until peace has been absolutely assured. Baden-Powell's resourcefulness will stand him in good stead in effecting this end.

* * *

The suggestion of the Sanitary Board to exterminate the malarial mosquito by filling up and levelling the pools inhabited by him in his larvae state, is a very good one if there were any chance of its being immediately carried out, which, we are afraid, is exceedingly remote. For the present, however, the kerosine exterminator should be tried, for which purpose the waste oil from the soldering pits at the kerosine godowns, or any unsaleable or dirty oil would be good enough, and could probably be obtained much more cheaply than the usual marketable commodity. The firm are quite in accordance with Doctor Clark when he says that no Chinese matshed or hovel should be allowed within half a mile of any decent dwelling which is inhabited, but the powers that be have given us a fair sample of their attitude in this respect with regard to the proposed European Reservation at Kowloon. We have no hope of amelioration in this direction.

## SOME FORGOTTEN LETTERS.

**A Chapter of Filipino History.**

A special telegram to the *Chicago Record* dated August 15, reads:—Letters and papers belonging to Aguinaldo, which were captured several months ago by Gen. Funston, were made public to-day by the war department. Some of these documents tend to substantiate the charges that the Filipino insurgents have received encouragement from persons in the United States.

**Refers to Admiral Dewey.**

A letter, dated Singapore, June 16, 1899, from W. G. St. Clair, editor of the *Singapore Free Press*, to Howard W. Bray, discusses conversations which the writer claims to have had with Consul Pratt, who was succeeded about that time by Consul Moseley at Singapore. There also was some suggestion that Pratt favored the Filipino cause, and the discussion related to conversations that Consul Pratt is said to have had with the Filipinos. St. Clair takes little stock in that, but pins faith to what Admiral Dewey might say, and writes:

'Admiral Dewey goes home, it is believed, to advise the president on naval and colonial affairs. He knows exactly what did take place and what did not, and I should know if he had any ground to think that the slightest promise was made by Pratt to Aguinaldo he would declare it unauthorised and decline to act on it. I am certain Pratt reported what he supposed to take place accurately. . . . The vital thing, and nothing else counts, is what Dewey said and did when he last met Aguinaldo. That, that, that is the thing; all else is empty wind. The sole thing to have impressed upon the public in America would be the claiming of Dewey and Aguinaldo together as participators in common action; you surely comprehend what this means! Think and think again; it means success as far as is possible. The other work is not only lost, but does not gain much sympathy, especially this criticism of the conduct of American troops. Things may be true that are not expedient to say. Sink everything into Dewey-Aguinaldo cooperation. That was on both sides honest, even if it did not imply any actual arrangement, which, of course, Dewey himself could not make. Here you have the facts—undenied—incontrovertible. Dewey will, in America, insist on this cooperation; he will do all he can to undo the unfortunate effect of the advent of American militarism a wedge between him and the Filipinos. Dewey was helpless in the face of the action of God. He could not really look with favor or with anything but regret on his suppression by Gen. Merritt and being cut off from communication with Aguinaldo. But Dewey's turn for power in colonial affairs is coming. I believe—I must not tell you what he said to me—but I believe he hopes for a complete reconciliation and an adjustment that will really satisfy the Filipinos.'

**Death of Mr F. T. Simpson.**

It is with regret we notice from a home paper the death of Mr Frederick Taylor Simpson, who as a trooper in Plumer's Horse was severely wounded in the action at Gaberones on 12th February and died at the base hospital the following evening. Up till recently hopes were felt by his relatives that he might be found among the wounded prisoners at Pretoria. These hopes were founded on a cablegram to that effect dated 15th March from the American Consul at Pretoria. It now appears that Mr Simpson was indeed taken prisoner severely wounded in the action at Gaberones on 12th February, but that there was an exchange of prisoners after the fight. Mr Simpson was formerly employed in the Hongkong and Shanghai Bank at Hongkong, and was well known in athletic sports from 1890 to 1892. The following is from a home paper:—Mr Simpson was born in 1859. He was educated in Aberdeen, at the Grammar School and King's College, after which he entered the service of the Hongkong and Shanghai Bank. He was obliged, from loss of health, to return home. In 1897 he went out to Cape Town in the service of the Standard Bank of South Africa. Subsequently he was transferred to Bulawayo, where he occupied an important post in the same bank at the time the war broke out. He at once volunteered for the front, and was a trooper of Plumer's Horse throughout the campaign until his death. The following extract from the *Rhodesian Herald* shews in what esteem Mr Simpson was held by his comrades:—'The news of Mr Simpson's death was heard with keen regret by his comrades. He was thoroughly unselfish and sterling, and for quiet pluck he was hard to beat. Only a week or two before he had been down with fever at Mooliadi, and was ordered to Bulawayo to recruit, but that he would not do while there was a chance of fighting ahead; and ill as he undoubtedly was, persisted in returning to work in order that he might advance with the rest.' His commanding officer, Colonel Spreckley, writes that 'he was such a willing fellow and came away from a position of comfort to join as a trooper.' He adds:—'His time was by no means always pleasantly occupied: he did some arduous work, and always willingly. He was a very cool fellow, and as brave as a man could be.' A comrade writes:—'He probably never told you that in the first skirmish at Tuli, in response to a call, he had volunteered to go back and look for Captain Rolt and Sergeant-Major Manning who had got separated in the thick bush.'

# TELEGRAMS.

[CHINA MAIL'S SPECIAL SERVICE.]

## THE POWERS AND CHINA.

### LI HUNG CHANG LEAVES SHANGHAI.

### British Objection to Russian Escort.

(*From Our Own Correspondent.*)

SHANGHAI, September 14, 3 p.m.

Li Hung Chang, in company with Chang-yin-mow, sailed in the China Merchants' steamer *Anping* for Taku to-day.

Before leaving he visited the new German Minister, who returned the call.

The British Government objected to the Russian cruiser *Admiral Korniloff* escorting the British steamer *Anping*.

### SPECIAL SERVICE OFFICERS.

Major H. E. F. Goold-Adams, commanding No. 27 Company Southern Division Royal Garrison Artillery at Malta, Captain Harrison, Royal Engineers, and Captain McSwiney, 7th Dragoon Guards, who have been selected as special service officers for China, arrived to-day by the English mail steamer *Bengal*.

### FROM THE FRONT.

#### A Few Observations.

A gentleman who has just returned from Peking after having accompanied the Allied Forces to the relief of the Legations, speaks very favourably of the work accomplished by the Allies. It appears that there was no officer in supreme command of the forces, but a conference was held each day of the Commanders of the different contingents and the course of action decided upon. Although the Chinese had abundance of modern armaments in their arsenals at Tientsin and Peking, the enemy, and especially the irregulars, appear to have a great fancy for antiquated weapons. In the several engagements, jingals and two-men guns of a similar pattern to those used by the rowdies in the new territory were pitted against the modern weapons of the Allies. The regular troops were well armed, and in the selection and entrenching of their positions displayed a good deal of skill. The only real stand made by the Chinese was at Peitsang, although at Yangtsun there was a pretty stiff skirmish in which the British and Americans bore the brunt of the fighting. The Chinese had a fearful dread of the bayonet and after the engagement at Peitsang, abandoned each position before the Allies got close enough to do very effective damage. When the Allies entered the capital the city was in a state of chaos. The Court and all the wealthy people had fled; the houses and shops were shut up and most of the natives were in hiding. In a few days, however, confidence was restored and the natives were doing a big business with the troops. People were also coming in from the country with produce. At the Legations the fortifications showed considerable skill and resourcefulness, but had the Chinese continued the bombardment or made a determined attack in force it was difficult to conceive how it would have been possible to have held them back. If there were any Boxers or Imperial soldiers in Peking now they must have discarded their uniforms or distinctive dress or were hidden in the houses. It is supposed that quite a number have gone to Paotingfu, and the Commanders contemplated sending a punitive expedition to that place. Since then, however, it seemed to be the idea that expeditions any great distance into the interior were not advisable, for political reasons. Regarding the retention of a large force of troops at Peking throughout the winter the question of supplies was a serious consideration. The railway line is at present under the control of Russia and only extends as far as Yangtsun. The railway bridge at that place is considerably damaged and the destruction of the track from thence onwards is quite complete. To maintain an army at Peking it will therefore be absolutely necessary to proceed with all possible speed to repair the railroad in order to secure speedy carriage of supplies. Our informant voices the general consensus of opinion of those who have watched the Japanese in this campaign, in stating that they displayed great gallantry in action and wonderful powers of endurance on the march. They are well disciplined, well drilled and a very strong *esprit de corps* exists amongst them. Seeing that they subsist for the most part on rice, their commissariat troubles are limited, but they had a very effective transport service. The officers are well acquainted with their duties and have gained the absolute confidence of their men. It was difficult to obtain a commitment as to their fighting qualities when pitted against the soldiers of a civilized power, such as Russia. Russia's troops were bigger and more muscular men and might be expected to surpass the Japanese in a bayonet charge, but at long range it was thought the Japanese could fully maintain their own.

## CANTON.

(*From Our Own Correspondent.*)

Canton, September 12.

### A Bogus Imperial Proclamation.

Great Chinese victories! Rewards to the victors. The following is a free translation of a placard that was recently being sold in the streets of Canton. The effects of this kind of pernicious literature are baneful in the extreme. On the whole there is only too good reason for believing that the trend of the feelings of the Cantonese is in favour of the troops who are supposed to be fighting the Foreigners, or in other words it is increasingly anti-Foreign. It is not the actual number of these fly-sheets that are sold or circulated that one must go by, as from one copy many others are made.

Li Ping Heng, according to this so-called Imperial Edict, is said to have memorialized the throne, telling of the way in which he has exercised his commission to drive out the Foreign soldiers who have invaded China. He reports that he has fought and slain many thousand Barbarians. Great indeed was the strategy and great the courage to bring about so glorious a result. His reward is to wear the double-eyed ostrich feather(雙眼花翎). Upon Sung Ch'ing, the admiral of the northern division of the fleet, is bestowed the Yellow Jacket. The Imperial Treasury orders the sum of one hundred thousand taels to be distributed among the troops as a reward for their bravery and as a stimulus for the future.

The Barbarians relying on their superior weapons dared to try to enter Pekin. How fortunate that he (Li Ping Heng) flooded the country in which they were by means of the waters of the Jung Ting Ho (河定永). In this way an immense number of Barbarians were drowned. Those who were not drowned or blown to pieces by the secret mines were afterwards put to death by the Chinese soldiers. It is a cause of deep regret that many of the country people were also swept away and lost by the waters of the Yung Ting river. But sad as that is, there was no other way out of the difficulty, for it was a time of extreme danger to the nation at large. Great is the merit of Li Ping Heng. The Imperial granaries have been opened to supply the wants of the suffering people at Yung Ting Ho and steps are being taken to immediately repair the breaches in the banks of that river.

[Mr Consul Scott, of Canton, will doubtless see this kind of thing set right.—ED. C.M.]

## ECHOES FROM THE PROVINCIAL CITY.

(*From a Correspondent.*)

### Through Chinese Spectacles.

CANTON, Sept. 13.

One sometimes despairs of the Chinese ever looking at things from a commonsense point of view. What could be plainer than the lesson of the constant stream of military transports passing through Hongkong on their way to the North with thousands of troops and all the latest appliances of modern warfare. Does it not prove unmistakeably the supremacy of the West and the hopelessness of any attempt on the part of China to withstand this onslaught? To the Chinese mind it proves just the opposite. That the transports still continue to come is to them a sure evidence that the Allies have got the worst of the fighting. These men are only hurrying on to help their comrades who are in dire distress. But surely one asks, with just indignation at this painful and culpable ignorance, the Chinese must be impressed at the sight of so many Indian soldiers fighting under the banner of England? They cannot but see that this is a wonderful achievement to have taken men who were formerly our sworn foes and by honourable and straightforward methods given them some of our own devotion to the flag? The answer to this question is no less disappointing. They regard this action of Great Britain in sending Indian soldiers as nothing more or less than an evidence of the greater value we set on the lives of English soldiers. These Indian troops they say are put in front of the battle to prepare the way and make it easier for the English soldiers to follow. The same childish and absurd conclusion is drawn from the French use of Anamite soldiers, and it is believed that the employment of Chinese by the Hongkong Government is for the same cowardly and selfish ends.

### Safety of Hongkong.

Things have come to a pass when the people in this city begin to look upon Hongkong as an unsafe place of residence. This delusion is in all probability the result of the fears expressed by certain alarmists that there would be a rising of the Chinese at the Festival held the other day in Hongkong. If there is any place safe in the Far East certainly it is Hongkong. Your Chinese population is altogether too heterogeneous to lend itself to any rising that could not be very easily and quickly suppressed. Again, cut off as you are from the mainland and with land and sea-forces that could be set in motion without delay, nothing is ever likely to arise in your little island to cause any fear. Why then this alarm of Saturday last? Rumour has it that our benevolent Viceroy, taking compassion on your defenceless state, sent a lot of Chinese 'braves' to keep the Chinese under control. In gratitude for this gracious and timely service the Hongkong officials refunded the price of the Fire Dragon, which they had forbidden the Chinese to burn!

(*P. and T. Times.*)

### Plucky Service.

We learn with interest that Mr and Mrs Chamot have both distinguished themselves very markedly during the siege of the Legation, and rendered valuable service during the late armistice by pluckily leaving the Legation barricade by some 300 yards, and sitting on a sheet as a flag of truce conversing with a colonel of Tung Fu-hsiang's army who was known to them. They were in this way instrumental in getting vegetables into the Legation on several occasions. The Chinese officers who knew them said they were sorry to fire on the foreigners, but had to obey the Empress's orders. We hear Mr Chamot will be decorated by his Government for his services during the siege. Mrs Chamot, we are told, most pluckily occupied the trenches at night with her husband, and learnt to use a Winchester with very deadly results to their assailants.

## GENERAL COUNT WALDERSEE.

General Waldersee, who is on his way to assume supreme command of the Allied Forces in China, will arrive at Hongkong by the German Mail s.s. *Sachsen*. Count Waldersee, we gather from an account in the *Daily Telegraph* of 9th August, is sixty-eight years of age, and though white and looking much older than his years, is physically unimpaired, for he has never been wounded. He came unscathed out of the battles before Metz, was unhurt at Sedan, and the seige of Paris. He prides himself on being a Prussian, a Protestant, and a Soldier. His marriage with the widow of Prince Frederick of Schleswig-Holstein, who is an American, has intensified his originally very strong religious tendencies, which at one time threatened to drift into Anti-Semitism. It is the unanimously-expressed opinion of the German General Staff that in the event of any European war in which Germany should be called upon to play a part, Waldersee would take the place of Moltke. The successor of the great strategist, according to others, is General Count von Hasselot, the chief of the Army Corps quartered at Metz, and it is an open secret that in the event of such a war the Emperor himself might be wavering in his choice between the two.

## NAVAL AND MILITARY.

The Japanese armoured cruiser *Azuma*, which was built at St. Nazaire and which put in at Spithead to complete her electrical fittings, left on 13th August for the Far East.

The Secretary for War has given instructions that in the event of troops being ordered to proceed to China, every facility is to be afforded them to undergo the operation of inoculation against enteric fever.

The official *Invalide Russe* announces the appointments of General Myloff, Commander of the 20th Infantry Division, to the command of the 3rd Siberian Army Corps, and of General Fylippoff, commander of the 11th Army Corps, to the post of Commander of the corps landed in China.

The *Gazette* has the following notifications:—Colonel (local Brigadier-General) A. R. F. Dorward, C.B., D.S.O., to retain the local rank of Brigadier-General and appointment of Brigadier-General on the Staff whilst employed in Northern China, subsequent to the arrival of Colonel (local Lieut.-General) Sir A. Gaselee, K.C.B., A.D.C. to the Queen, Indian Staff Corps.

In connection with the employment of four regiments of the Imperial Service troops in China the Government has decided to bestow a unique distinction upon an Indian potentate. This is the Maharajah of Bikanir, who has been made, it is stated, an honorary major of the army. It must be admitted that no native prince has done more than the Maharajah in connection with the force. He has not only given money, but has also shown much activity in recruiting for the force.

The French chartered steamer *Adour*, with 550 troops and important war *matériel*, at present in the harbour, has on board 1,750,000 in Indo-Chinese money coined in China for the payment of the French soldiers.

The P. and O. steamship *Bombay* left the Royal Albert Dock on 11th August with a balloon section of Royal Engineers, consisting of three officers and 75 men, on board, together with the balloon equipment, &c., for Wei-hai-Wei, at which port she is expected to arrive about 30th of September.

Several thousand tons of war stores, chiefly naval, are being despatched to China. The explosives consist of Mark II. small-arm ammunition, and 4.7 and 6-inch lyddite shells. The demand for small-arm ammunition for China and South Africa has been so great that the reserve .303 ball cartridge in store at Woolwich has run considerably below the one hundred and fifty million rounds usually kept in stock; and orders have been despatched to Kynoch and Co., Birmingham; Greenwood and Accles; and the Metals and Munitions Company, Birmingham, to send in all they can manufacture. In addition to the lyddite shells made at Woolwich, large orders have been given to the Projectiles Company, Wandsworth; Astbury and Sons, Sheffield; Sir William Armstrong, Whitworth and Co., Elswick; and Vickers, Son and Maxim, Sheffield. The whole of the small-arm ammunition to be used by the allied armies in China, are, in accordance with the recommendation of the Peace Conference, none of the bullets being expanding or explosive.

The strength of the reinforcements for the German contingent in the Far East has now, says *The Times* Berlin Correspondent, been determined. The Emperor has ordered the mobilisation of four battalions of infantry, a squadron of cavalry, four batteries of field artillery, two mountain batteries, and a battery of siege artillery, a company of engineers, and two railway companies. All the batteries are to be provided with Krupp guns of the latest pattern. Three reserve companies of infantry brigades will accompany this force. Reserve depôts will also be established for the other arms. Great attention seems to be paid in Germany to the construction of field railways. According to the *Cologne Gazette* material sufficient for forty miles of railway will be despatched from Germany about the middle of next month. It is said that at the Emperor's desire a number of carrier pigeons will be sent to China in order to carry despatches.

## WEATHER REPORT.

The following notice is issued from the Observatory:—

On the 15th at 11.25 a. The barometer continues to fall on the China coast, particularly about the N. part of the Formosa Channel. The centre of the typhoon lies near the N. coast of Formosa, and the disturbance is moving Westwards. Pressure is high over N. China. Bad weather in the Formosa Channel and along the E. coast of China. Forecast.—NW winds, fresh to strong; fair at first, unsettled later.

## POST OFFICE NOTICES.

**MAILS will close:—**

For CANTON.—
Per *Powan*, at 9 a.m., on Sunday, the 16th September.

For HOIHOW, SINGAPORE & BANGKOK.—
Per *P. C. C. Kiao*, at 9 a.m., on Sunday, the 16th September.

For SWATOW & BANGKOK.—
Per *Loosok*, at 9 a.m., on Sunday, the 16th September.

For SWATOW & AMOY.—
Per *Pakshan*, at 10 a.m., on Tuesday, the 18th September.

For SINGAPORE, PENANG & CALCUTTA.—
Per *China*, at 1.30 p.m., on Tuesday, the 18th September.

## HONGKONG SHARE MARKET.

In their weekly share report, dated Friday, September 14, Messrs Benjamin, Kelly and Potts, state:—

A little weaker tone has prevailed in the market and a very small business has been done in consequence.

*Banks.*—The rise in Hongkong and Shanghai Banks reported in our last circular has not been maintained and shares are now offering at 312 per cent. premium. The London quotation is £55, 10/-. Nationals are unchanged.

*Marine Insurances.*—Unions and Cantons have buyers at quotations, while other stocks under this heading are quiet and are obtainable.

*Fire Insurances.*—Hongkong Fires are in the market at $295. China Fires are firm with enquiries at $77.

*Shipping.*—Hongkong, Canton and Macao Steamboats have changed hands at $31 and are wanted at the rate. Indo-Chinas have been negotiated at $84. Douglas Steamships have depreciated still further and have sellers at $44.

*Refineries.*—China Sugars are obtainable at $112 and Luzons are nominally quoted at $36.

*Mining.*—Punjoms are on offer at $4. Raubs are a little firmer and have been bought at $53 and $54½. Jelebus have sellers at $9½. Queen Mines are quoted at 14 cents. Olivers are quiet and without business.

*Docks, Wharves and Godowns.*—Hongkong and Whampoa Docks have been fixed at 545 per cent. premium, the market closing in demand. Kowloon Wharfs are a shade easier and are to be had at $83 and $58 for the old and new issue respectively. Wanchai Warehouses can be placed at $60. New Amoy Docks are quiet at $20.

*Lands, Hotels and Buildings.*—Hongkong Lands remain firm and shares are enquired for at the advanced rate of $176. Hongkong Hotels have been dealt in at $119. West Points have been booked at $50. Humphreys Estate have changed hands at $10.90.

*Cotton Mills.*—Continue neglected.

*Cigar Companies.*—A small sale of Alhambras has been effected at 200 per cent. premium and shares are in request at the rate. Both Hensianas and Favoritas have improved 5 points.

*Miscellaneous.*—Green Island Cements are obtainable at $29. A. S. Watsons have found buyers at $15. Ices have been done at $160.


**CURED OF CHRONIC DIARRHOEA AFTER THIRTY YEARS OF SUFFERING.**

'I Suffered for thirty years with diarrhoea and thought I was past being cured,' says John S. Halloway, of French Camp, Miss. 'I had spent so much time and money and suffered so much that I had given up all hopes of recovery. I was so feeble from the effects of the diarrhoea that I could do no kind of labor, could not even travel, but by accident I was permitted to find a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy, and after taking several bottles I am entirely cured of that trouble. I am so pleased with the result that I am anxious that it be in reach of all who suffer as I have.' For sale by All Dealers, WATKINS & Co., General Agents.


## Opium Quotations.

HONGKONG, September 15, 1900.

| | |
|---|---|
| New Patna, cash | 962½ |
| Old Patna, cash | 1025 |
| New Benares, cash | 952½ |
| Old Benares, cash | — |
| New Malwa, credit | 820/830 |
| Allowance, Taels | net. ¼ catty |
| Last Year | 850/860 |
| Allowance Taels | net. ¼ catty |
| Old Malwa credit | 870/900 |
| Allowance, Taels | ½/1 catty |
| Persian, Oily, cash | — |
| Allowance, Taels | — |
| Persian, Paper tied long | 880/890 |
| Allowance, Taels | — |

## STEAMERS PASSED SUEZ CANAL.

(SUPPLIED THROUGH REUTER.)

OUTWARD:—*Recina*, *Canton River*, *Hsieh-ho*, August 7; *Candia*; *Charles Rogier*, *Moskva*, *Neuntung*, *Rhein*, *Sardinia*, 14; *Adria*, *Phœnicia*, *Polynesien*, 17; *Macduff*, *Denbighshire*, *Melbourne*, *Adour*, *Nord America*, *Bamberg*, 21; *Bombay*, *Caledonien*, *Idomeneus*, *Alexandre III.*, *Cymbelin*, 24; *Glenturret*, *Korea*, *Adalo*, *Claverley*, *Gera*, *La Champagne*, 28; *Habala Maru*, *Sarnia*, *Dunmgarth*, *Marie*, *Obi*, *Uruguay*, 31; *Maria Teresa*, Sept. 4; *Wittenberg*, *Carmarthenshire*, *Afghanistan*, *Laos*, *Agamemnon*, *Tenby*, 7; *Oldenburg*, *Yangtsze*, *Ernest Simons*, *Acara*, *Socotra*, *Calchas*, *Sydney*, *Darmstadt*, *Wieste*, *Wakasa Maru*, *Athesia*, *Jeanara*, *Palatia*, 11; *Andalusia*, *Awa Maru*, *Indrapura*, *Hansa*, *Tantalus*, *Moyune*, *Armand Behic*, *Czaritza*, *Diana*, 14.

HOMEWARD:—*Benvorlich*, August 10; *Maugon*, 14; *Canton*, 21; *Silesia*, Sept. 4; *Annam*, 11.

ARRIVALS AT HOME.

September 11, *Dardanus*.

*Mails.*

The Imp. German Mail s.s. *Sachsen*, carrying the German Mails with dates from Berlin of the 29th Aug., left Singapore on Thursday, the 13th September, at 1 p.m., and may be expected here on or about Tuesday at daylight, the 18th Sept.

The O. & O. Co.'s s.s. *Gaelic*, with the AMERICAN MAIL of 21st Aug., left Yokohama on Monday, the 10th Sept. at daylight, and may be expected here on or about Tuesday, the 18th Sept.

The Imperial German Mail s.s. *Preussen* left Kobe, via Nagasaki and Shanghai, and Foochow, on Sunday afternoon, the 9th September, and may be expected here on or about Wednesday, the 19th Sept.

The T. K. K. s.s. *Hongkong Maru*, with mails &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 29th Aug.

The C. P. R. Co.'s s.s. *Empress of China* left Vancouver for Hongkong via usual ports of call, on Tuesday morning, the 11th Sept.

*Steamers Expected.*

The s.s. *Strassburg*, chartered by the Imperial German Government, left Singapore on the afternoon of 10th Sept., and is expected here on or about Saturday, the 15th Sept.

The N. D. L. steamer *Königsberg*, from Hamburg, left Singapore for this port on the 11th September, and may be expected here on or about the 16th September.

The N. Y. K. s.s. *Kawachi Maru* left Kobe, via Moji for this port on the 13th Sept., and is expected to arrive here on the 19th Sept.


## To-day's Advertisements

**GERMAN SCHOOL.**

THE WINTER TERM will commence on MONDAY, 1st October, A. C.

Parents desirous that their Children should join will please communicate with the Undersigned.

English will be taught by a competent ENGLISH LADY TEACHER.

Headmaster: PASTOR TH. KRIELE.
School Room: UNION CHURCH HALL.

PAUL BREWITT,
*Hon. Secretary.*

Hongkong, September 15, 1899. 1912

**NOTICE TO CONSIGNEES.**

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *BENGAL*,

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From LONDON, &c., ex s.s. *Himalaya*. From ITALY, ex s.s. *India*. From PERSIAN GULF, &c., ex s. s. *Simla*.

Optional Goods will be landed here unless instructions are given to the contrary before 1 p.m. To-day.

Goods not cleared by the 21st Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

A. M. MARSHALL,
*Acting Superintendent.*

Hongkong, September 15, 1900. 1904

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, KARRACHI, BOMBAY, COLOMBO, PENANG & SINGAPORE.

THE Steamship *Marquis Bacquehem*, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

The Vessel brings Cargo:—
From LEVANTE, ex s. s. *Ceres*, transhipped at PORT SAID. From VENICE, ex s. s. *Maximiliano* and *Styria*, transhipped at TRIESTE.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 21st September, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st September will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co.,
*Agents.*

Hongkong, September 14, 1900. 1907

**MUSIC LESSONS.**

MR EMIL DANENBERG, A. Mus. L. C.M., receives Pupils for advanced PIANOFORTE PLAYING, HARMONY, and COUNTERPOINT.

Coaches for Examinations.

For Terms, Etc., Apply, at
The ROBINSON PIANO Co.,
or at
Messrs. LANE, CRAWFORD & Co.

Hongkong, September 1, 1900. 1831

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

FOR SWATOW.

THE Company's Steamship
FORMOSA,
Captain HODGINS, will be despatched for the above Port on SUNDAY, the 16th Inst., at Daylight.

For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co.,
*General Managers.*

Hongkong, September 15, 1900. 1905

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship
HAITAN,
Captain ROACH, will be despatched for the above Ports, on TUESDAY, the 18th Inst., at 11 a.m.

For Freight or Passage, apply to
DOUGLAS, LAPRAIK & CO.,
*General Managers.*

Hongkong, September 15, 1900. 1903

**FOR SHANGHAI.**

THE Steamship
LOONGMOON,
Captain F. W. SCHULZ, will be despatched for the above Port on TUESDAY, the 18th Inst., at 4 p.m.

This Steamer has superior Accommodation for First and Second-Class Passengers.

For Freight or Passage, apply to
SIEMSSEN & Co.

Hongkong, September 15, 1900. 1910

**THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

FOR MANILA *VIA* AMOY.

THE Company's New Steamship
DIAMANTE,
Captain A. RAMSAY, will be despatched as above on SATURDAY, the 22nd Sept., at 5 p.m.

The attention of Passengers is directed to the excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

A Doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
*General Managers.*

Hongkong, September 15, 1900. 1906

**SAIL TO NEW YORK.**

THE Sailing Vessel NORWOOD, and SACHEM,
will sail for the above Port on or about 30th September, 1900.

For Freight, apply to
SHEWAN, TOMES & Co.

Hongkong, September 15, 1900. 1913


## Vessels Advertised as Loading.

| Destination. | Vessels. | Agents. | Date of Leaving. |
|---|---|---|---|
| Australian Ports | Australian (s) | Gibb, Livingston & Co. | Sept. 27, daylight. |
| Australian Ports | Shinano Maru (s) | Nippon Yusen Kaisha. | Sept. 28, at 4 p.m. |
| Australian Ports | Taiyuan (s) | Butterfield & Swire | September 23 |
| Bremen & Ports of Call | Preussen (s) | Norddeutscher Lloyd. | Sept. 20, at noon. |
| Havre and Hamburg | Sibiria (s) | Carlowitz & Co. | Sept. 18. |
| Havre and Hamburg | Saxonia (s) | Carlowitz & Co. | About Oct. 2. |
| Havre and Hamburg | Bamberg (s) | Carlowitz & Co. | About Oct. 21. |
| Havre and Hamburg | Koenigsberg (s) | Carlowitz & Co. | About Oct. 30. |
| Liverpool | Hector (s) | Butterfield & Swire | Sept. 20. |
| London & Ports of Call | Clyde (s) | P. & O. S. N. Co. | Sept. 29, at noon. |
| London & Ports of Call | Alcinous (s) | Butterfield & Swire | October 2. |
| London v. Suez Canal | Glaucus (s) | Butterfield & Swire | September 22. |
| London v. Suez Canal | Patroclus (s) | Butterfield & Swire | October 16. |
| London | Shanghai (s) | P. & O. S. N. Co. | About Sept. 20. |
| Manila | Menmuir (s) | Shewan, Tomes & Co. | Sept. 21, at 4 p.m. |
| Manila | Taiyuan (s) | Butterfield and Swire. | September 23. |
| Manila via Amoy | Diamante (s) | Shewan, Tomes & Co. | Sept. 22, at 5 p.m. |
| Marseilles v. Saigon | Salazie (s) | Messageries Maritimes | Sept. 24, at 1 p.m. |
| Marseilles, London, &c. | Kawachi Maru (s) | Nippon Yusen Kaisha. | Sept. 21, daylight. |
| N'saki, Kobe & Y'ma. | Yawata Maru (s) | Nippon Yusen Kaisha. | Sept. 20, at 4 p.m. |
| New York | Norwood | Shewan, Tomes & Co. | About Sept. 30. |
| New York | Sachem | Shewan, Tomes & Co. | About Sept. 30. |
| New York v. Suez Canal | Asturia (s) | Carlowitz & Co. | About Oct. 10. |
| New York v. Suez Canal | Afridi (s) | Dodwell & Co., Ltd. | Sept. 17, at 5 p.m. |
| New York v. Suez Canal | Glenesk (s) | Shewan, Tomes & Co. | September 2?. |
| New York v. Suez Canal | Asturia (s) | Carlowitz & Co. | About October 10. |
| New York v. Suez Canal | Orwell (s) | Jardine, Matheson & Co | About Sept. 25. |
| Portland, Oregon | Monmouthshire (s) | Dodwell & Co., Ltd. | Oct. 20, at noon. |
| San Diego v. Japan | Bergenhus (s) | Butterfield & Swire | September 18. |
| S. Francisco v. Japan | City of Peking (s) | Pacific Mail S. S. Co. | Sept. 18, at noon. |
| S. Francisco v. Japan | Gaelic (s) | O. & O. S. S. Co. | Sept. 27, at noon. |
| S. Francisco v. Japan | Hongkong Maru (s) | Toyo Kisen Kaisha | Oct. 6, at noon. |
| Shanghai | Malta (s) | P. & O. S. N. Co. | About Sept. 20. |
| Shanghai | Loongmoon (s) | Siemssen & Co. | Sept. 18, at 4 p.m. |
| S'hai, N'ki, H'go & Y'ma | Sachsen (s) | Norddeutscher Lloyd. | About Sept. 19. |
| S'pore, Penang, C'tta &c | China (s) | Sander, Wieler & Co. | September 17. |
| Swatow, Amoy & T'foo | Anping Maru (s) | Mitsui Bussan Kaisha. | Sept. 19, daylight. |
| Swatow, Amoy & T'sui. | Maidzuru Maru (s) | Mitsui Bussan Kaisha. | Sept. 16, daylight. |
| Swatow | Formosa (s) | Douglas Lapraik & Co | Sept. 16, daylight. |
| S'tow, Amoy, & F'chow | Haitan (s) | Douglas Lapraik & Co | Sept. 18, at 11 a.m. |
| Tacoma (Wash.), &c. | Glenogle (s) | Dodwell & Co. Limited | Sept. 20, at noon. |
| Taku | Chingtu (s) | Butterfield & Swire | Sept. 2?, at noon. |
| Vancouver (B.C.), & | Empress of Japan (s) | Canadian Pacific R. Co. | Sept. 26, at noon. |
| Y'ma, v. N'saki, Kob. | Rohilla (s) | P. & O. S. N. Co. | About Sept. 29. |
| Yokohama and Kobe | Marquis Bacquehem (s) | Sander, Wieler & Co. | Sept. 16, daylight. |


## To-day's Advertisements

**ASTRAY.**

A BRINDLE BITCH.
Apply to
SWART,
LAUTS, WEGENER & Co.

Hongkong, September 15, 1900. 1908

**TO LET.**

TWO ROOMS (FURNISHED) WITH or WITHOUT BOARD.

Apply to
41, MORRISON HILL ROAD.

Hongkong, September 15, 1900. 1914

**THE CHINA MUTUAL STEAM NAVIGATION CO., LTD.**

SHAREHOLDERS are hereby informed that at a GENERAL MEETING held in London recently an INTERIM DIVIDEND at 3 Per Cent. was declared on the Company's Preference SHARES for the six months ending 30th June, this being at the rate of 6 per Cent per Annum—also an INTERIM DIVIDEND of 5/- per SHARE, or 5 per Cent for the half-year, on Ordinary Shares (£5 paid up) this being at the rate of 10 per cent per Annum.

The DIVIDEND WARRANTS will be ready on the 1st October.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th current to 1st proximo, both days inclusive.

JARDINE, MATHESON & Co.,
*Agents.*

Hongkong, September 15, 1900. 1911

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
*Through Bills of Lading issued for* BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *CLYDE*, Captain A. L. VALENTINI, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 29th September, 1900, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed *via* Bombay without Transhipment.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
A. M. MARSHALL,
*Acting Superintendent.*

P. & O. S. N. Co.'s Office,
Hongkong, September 15, 1900. 1909


## SHIPPING.

ARRIVALS.

September 15.

*Choysang*, British str., from Canton.

*Kwanglee*, British str., from Canton.

*Bengal*, British str., 2,751, S. Barcham, Bombay Aug. 31, and Singapore Sept. 10, Mails and General.—P. & O. S. N. Co.

*Yuensang*, British steamer, 1,128, P. H. Rolfe, Manila Sept. 12, General.—JARDINE, MATHESON & Co.

*Apenrade*, German str., 611, Lorenzen, Chefoo Sept. 9, General.—JESSEN & Co.

*Haitan*, British steamer, 1,183, J. S. Roach, Foochow, via Amoy and Swatow Sept 14, General.—DOUGLAS STEAMSHIP Co.

*Hanoi*, French steamer, 749, Pannier, Haiphong and Hoihow Sept. 14, General.—A. R. MARTY.

*Daybreak*, British str., 700, A. H. Best, Shanghai Sept. 11, General.—C. M. S. N. Co.

*Feiching*, British str., 987, J. Gordon, Haiphong and Hoihow Sept. 14, General.—C. M. S. N. Co.

*Sultan Van Langkat*, Dutch str., 1,384, Blombeng from Japan, Coal.—MEYER & Co.

*Macduff*, British steamer, 1,882, Robert Glegg, Barry Aug. 4, Coal.—DODWELL & Co., LD.

*Rewa*, British transport, 3,546, Jones, Taku Sept. 11, Stores and Government Ammunition.—JARDINE, MATHESON & Co.

*Sunda*, British transport, 4,460, A. Andrews, Taku Sept. 9.

*Clive*, British transport, 2,722, C. J. Baugh, R.I.M., Shanghai September 11.—GOVERNMENT.

DEPARTURES.

September 14.

*Lawada*, British transport, for Calcutta.

*Hailoong*, for Amoy.

September 15.

*Parramatta*, for Europe, &c.

*Adour*, French transport, for Taku.

*Lalpoora*, British transport, for Taku.

*Flores*, for Kutchinotzu.

*Tiger*, for Kutchinotzu.

*Hillglen*, for Shanghai.

*Glengyle*, for Shanghai.

*Lyeemoon*, for Shanghai.

*Patroclus*, for Nagasaki.

*Hoihao*, for Hoihow.

*Daybreak*, for Canton.

*Choysang*, for Swatow.

*Hermes*, for Canton.

*Loongsang*, for Manila.

*Deuteros*, for Saigon.

*Glenfalloch*, for Amoy.

*China*, for Singapore.

*Phranang*, for Bangkok.

*Glengarry*, for Kiaochow.

*Lie*, for Kutchinotzu.

CLEARED.

*Westgate*, for Port Townsend.

*Maidzuru Maru*, for Swatow.

*Loosok*, for Swatow.

*P. C. C. Kiao*, for Hoihow.

*Volute*, for Shanghai.

*Decima*, for Taku.

PASSENGERS.

ARRIVED.

Per *Bengal*, for Hongkong: from London, Captain A. J. Robson, Mrs J. Stewart, Mr D. Cameron, Mr A. Whitley, Mr Dethleffesser, Lt. S. A. Hickley, Mr E. N. Hopkins, Mr W. Hayes, Civ.-Surg. Blackmore, Civ.-Surg. Beringer, Civ.-Surg. Macladyen, and 1 Leading Stoker; from Marseilles, Capt. Ducat, Capt. Senior, Civ.-Surg. Bevan, Lieut.-Colonel Radford, Lieuts. Sterling and Hunter; from Brindisi, Capt. Boome, and Major Colomb; from Bombay, Mr N. E. Abdcaali and servant, Messrs S. Hormusjee and D. D. Talati; from Singapore, Mr E. Tilleck, Mr T. H. Marshall, and Miss Hume. For Shanghai: from Marseilles, Capt. McSwiney's servant, Miss Brackbill, and Mr Dudgeon; from Brindisi, Major Goold-Adams, Capt. McSwiney, and Captain Harrison; from Colombo, Mrs Getley, 3 children and amah, and Mr J. W. I. Neeson. For Yokohama: from London, Mr, Mrs and Miss Fallows, and Mr J. Rosenthal; from Marseilles, Capt. Hunter.

Per *Yuensang*, from Manila, Mr and Mrs Ellam, Mr W. Jackson, Mr H. J. Nicholson, Mrs Lamont, Messrs H. Fernandez, Sinclair, W. V. Buskirk, W. C. Thompson, Comdr. Fox, and 48 Chinese.

Per *Haitan*, from Coast Ports, Mr W. Winmill, Masters C. C. Carvalho, Carvalho, and A. C. dos Remedios, Mr Ng Tse Ching and servant, Mr Mow and servant, and 138 Chinese.

Per *Reira*, from Taku, Sir James Farquharson, and Hon. H. Lewis.

DEPARTED.

Per *Parramatta*, from Hongkong: for Singapore, Mr. and Mrs Yew Kai Chiu, Mr Leong Tse King, Mr Chu Tsz Wan, Mr Wong Wan Kai, Mrs Tan Seo Boo, Miss Tin Tak Soon, and Mr Wong Lai Ting; for Colombo, Lieut. Hendley; for Marseilles, Mr T. W. Richardson; for London, Dr and Mrs Sabin, Mrs Thorne, Mr W. A. Howden, Mr T. D. Thomas, Mr J. Y. Mayston, R.N. From Yokohama: for Singapore, Mr F. J. Hallard. From Shanghai: for London, Mr A. F. Rainsford, Miss A. Forsberg, Rev. C. Blom, Rev. and Mrs C. E. Evans and family, Rev. and Mrs Stevens and child, Mr and Mrs C. E. Mears, Mr W. Benson, and Miss Fraser.

Per *Loongsang*, for Manila, Mrs H. B. Hammond, Miss Jennie L. Boyd, Mrs Fanny Green and child, Mrs Oguer, Drs T. J. Strong, W. H. Toff, Chas. H. Stoeckle, F. M. Wall, Wm. M. Roberts, and E. E. Lamkie, Lieut. J. H. L. Holcomb, Messrs J. J. Gallagher, Carl Hunt, J. M. Asensio, and H. Wilmson.

## SHIPPING REPORTS.

The British steamer *Yuensang* reports: Moderate to light N.W. winds, fine and clear, smooth sea.

The British steamer *Haitan* reports: Foochow to Amoy, moderate N.E. breeze, following sea, fine and clear. Amoy to Swatow, moderate N.E. breeze, fine and clear. Swatow to Hongkong, moderate N.W. breeze and sea, fine and clear. In Amoy: str. *Tientsin*, and *Afridi*, U.S.S. *Castine*, 1 French gunboat, and 3 Japanese gunboats. In Swatow: H.M.S. *Mohawk*.

## Temperature.

(*Taken at Messrs Falconer & Co.'s Premises, Queen's Road.*)

HONGKONG, September 15, 1900.

| | | | |
|---|---|---|---|
| BAROMETER— | 9 A.M. | ... | 29.72 |
| Do. | 1 P.M. | ... | 29.65 |
| Do. | 4 P.M. | ... | — |
| THERMOMETER— | 9 A.M. | ... | 82 |
| Do. | 1 P.M. | ... | 85 |
| Do. | 4 P.M. | ... | — |
| Do. (Wet bulb) | 9 A.M. | | 71 |
| Do. Do. | 1 P.M. | | 74 |
| Do. Do. | 4 P.M. | | — |
| Do. Maximum | | ... | — |
| Do. Minimum overnight | | | 80 |

## A DIFFICULTY ABOUT A CUSHION.

The following is an extract from Mr Jerome K. Jerome's new book, 'Three Men on the Bummel,' showing the difficulty into which one of the party got by an inadequate knowledge of German:

There was a shop near the Altmarkt, in the window of which were exhibited some cushions for sale. The proper business of the shop was handling of glass and China; the cushions appeared to be in the nature of an experiment. They were very beautiful cushions, hand-embroidered on satin. We often passed the shop, and every time George paused and examined these cushions. He said he thought his aunt would like one.

George has been very attentive to this aunt of his during the journey. He has written her quite a long letter every day, and from every town we stop at he sends her off a present. To my mind, he is overdoing the business, and more than once I have expostulated with him. His aunt will be meeting other aunts, and talking to them; the whole class will become disorganised and unruly. As a nephew, I object to the impossible standard that George is setting up. But he will not listen.

Therefore it was that on the Saturday he left us after lunch, saying he would go round to that shop and get one of those cushions for his aunt. He said he would not be long, and suggested our waiting for him.

We waited for what seemed to me rather a long time. When he rejoined us he was empty handed, and looked worried. We asked him where his cushion was. He said he hadn't got a cushion, said he had changed his mind, said he didn't think his aunt would care for a cushion. Evidently something was amiss. We tried to get at the bottom of it, but he was not communicative. Indeed, his answers after our twentieth question or thereabout became quite short.

In the evening, however, when he and I happened to be alone, he broached the subject himself. He said:

'They are somewhat peculiar in some things, these Germans.'

I said: 'What has happened?'

'Well,' he answered, 'there was that cushion I wanted.'

'For your aunt,' I remarked.

'Why not?' he returned. He was huffy in a moment; I never know a man so touchy about an aunt. 'Why shouldn't I send a cushion to my aunt?'

'Don't get excited,' I replied. 'I am not objecting; I respect you for it.'

He recovered his temper, and went on: 'There were four in the window, if you remember, all very much alike, and each one labelled in plain figures twenty marks. I don't pretend to speak German fluently, but I can generally make myself understood with a little effort, and gather the sense of what is said to me, provided they don't gabble. I went into the shop. A young girl came up to me; she was a pretty, quiet little soul, one might almost say demure; not at all the sort of girl from whom you would have expected such a thing. I was never more surprised in all my life.'

'Surprised about what?' I said.

George always assumes you know the end of the story while he is telling you the beginning; it is an annoying method.

'At what happened,' replied George; 'at what I am telling you. She smiled and asked me what I wanted. I understood that all right; there could have been no mistake about that. I put down a twenty-mark piece on the counter and said:

"'Please give me a cushion."

'She stared at me as if I had asked for a feather bed. I thought, may be, she had not heard, so I repeated it louder. If I had chuckled her under the chin she could not have looked more surprised or indignant.

'She said she thought I must be making a mistake.

'I did not want to begin a long conversation and find myself stranded. I said there was no mistake. I pointed to my twenty-mark piece, and repeated for the third time that I wanted a cushion "a twenty-mark cushion."

'Another girl came up, an elder girl; and the first girl repeated to her what I had just said: she seemed quite excited about it. The second girl did not believe her—did not think I looked the sort of man who would want a cushion. To make sure, she put the question to me herself.

'"Did you say you wanted a cushion?" she asked.

'"I have said it three time," I answered.

"I will say it again—I want a cushion."

'She said: "Then you can't have one."

'I was getting angry by this time. If I hadn't really wanted the thing I should have walked out of the shop; but there the cushions were in the window, evidently for sale. I didn't see why I couldn't have one.

'I said: "I will have one!" It is a simple sentence. I said it with determination.

'A third girl came up at this point—the three representing, I fancy, the whole force of the shop. She was a bright-eyed, saucy-looking little wench, this last one. On any other occasion I might have been pleased to see her; now, her coming only irritated me. I didn't see the need of three girls for this business.

'The first two girls started explaining the thing to the third girl, and before they were half-way through the third girl began to giggle—she was the sort of girl who would giggle at anything. That done, they fell to chattering like Jenny Wrens, all three together; and between every half-dozen words they looked across at me; and the more they looked at me the more the third girl giggled; and before they had finished they were all three giggling, the little idiots; you might have thought I was a clown, giving a private performance.

'When she was steady enough to move, the third girl came up to me: she was still giggling. She said:

'"If you get it, will you go?"

'I did not quite understand her at first, and she repeated it.

'"This cushion. When you've got it, will you go away—at once?

'I was only too anxious to go. I told her so. But I added I was not going without it. I had made up my mind to have that cushion now if I stopped in the shop all night for it.

'She rejoined the other two girls. I thought they were going to get me the cushion and have done with the business. Instead of that, the strangest thing possible in, period. The two other girls got behind the first girl, all three still giggling, Heaven knows what about, and pushed her towards me. They pushed her close up to me, and then, before I knew what was happening, she put her hands on my shoulders, stood up on tiptoe, and kissed me. After which, burying her face in her apron, she ran off, followed by the second girl. The third girl opened the door for me to go, and so evidently expected me to go, that in my confusion I went, leaving my twenty marks behind me. I don't say I minded the kiss, though I did not particularly want it, while I did want the cushion. I don't like to go back to the shop. I cannot understand the thing at all.'

I said: 'What did you ask for?

He said: 'A cushion.'

I said: 'That is what you wanted, I know. What I mean is, what was the actual German word you said.'

He replied: 'A kuss.'

I said: 'You have nothing to complain of. It is somewhat confusing. A "kuss" sounds as if it ought to be a cushion, but it is not; it is a kiss, while a "kissen" is a cushion. You muddled up the two words—people have done it before. I don't know much about this sort of thing myself; but you asked for a twenty-mark kiss, and from your description of the girl some people might consider the price reasonable. Anyhow, I should not tell Harris. If I remember rightly, he also has an aunt.'

George agreed with me it would be better not.


CUTS AND BRUISES QUICKLY HEALED.

CHAMBERLAIN'S Pain Balm applied to a cut, bruise, burn, scald or like injury will instantly allay the pain and will heal the parts in less time than any other treatment. Unless the injury is very severe it will not leave a scar. Pain Balm also cures rheumatism, sprains, swellings and lameness. For Sale by All Dealers. Watkins & Co., General Agents.


## Shipping.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR YOKOHAMA & KOBE.

THE Company's Steamship MARQUIS BACQUEHEM, Captain A. Bilaffer, will leave for the above places on SUNDAY, the 16th Inst., at Daylight.

For Freight or Passage, apply to SANDER, WIELER & Co., *Agents.*

Hongkong, September 10, 1900. 1874

THE OSAKA SHOSEN KAISHA, LD.

FOR SWATOW, AMOY & TAMSUI.

THE Company's Steamship MAIDZURU MARU, Captain T. Ogata, will be despatched for the above Ports on SUNDAY, the 16th Inst., at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, *Agents.*

Hongkong, September 10, 1900. 1873

FOR NEW YORK *VIA* SUEZ CANAL.

THE Steamship AFRIDI will be despatched for the above Port at 5 p.m., on MONDAY, the 17th Instant.

For Freight, apply to DODWELL & Co., Ltd., *Agents.*

Hongkong, September 11, 1900. 1845

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship SACHSEN, of the Norddeutscher Lloyd, Captain E. Oesselmann, due here with the outward German Mail about TUESDAY, the 18th Inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD. For further particulars, apply to MELCHERS & Co., *Agents.*

Hongkong, September 14, 1900. 1899

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship ANPING MARU, Captain S. Atsumi, will be despatched for the above Ports, on WEDNESDAY, the 19th September, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, *Agents.*

Hongkong, September 5, 1900. 1849

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship MENDUIR, Captain R. W. Almond, will be despatched as above on FRIDAY, the 21st Instant, at 5 p.m.

The Attention of Passengers is directed to the excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light, and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., *General Managers.*

Hongkong, September 14, 1900. 1902

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAKU.

THE Company's Steamship CHINGTU, Captain Williams, will be despatched on SATURDAY, the 22nd Inst., at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight and Passage, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, September 13, 1900. 1895

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

THE Company's Steamship GLAUCUS, Captain Barwise, will be despatched as above on SATURDAY, the 22nd Instant.

For Freight, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, September 14, 1900. 1697

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK *VIA* SUEZ CANAL.

THE Steamship ORWELL will be despatched as above on or about the 25th Inst.

For Freight, apply to JARDINE, MATHESON & Co., *Agents.*

Hongkong, September 4, 1900. 1848

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME & TRIESTE.

(Taking Cargo at through Rates to the Brazils, to South Africa, Persian Gulf, Red Sea, Black Sea, Levant, Malta, Venice and Adriatic Ports).

THE Company's Steamship CHINA, Captain R. Meyer, will be despatched as above on MONDAY, the 17th Instant.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., *Agents.*

Hongkong, September 8, 1900. 1808

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

(Taking Cargo at LONDON Rates).

THE Company's Steamship HECTOR, Captain Bare, will be despatched as above on THURSDAY, the 20th September.

For Freight, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, August 24, 1900. 1784

SHEWAN, TOMES & Co.'s NEW YORK LINE.

FOR NEW YORK *VIA* SUEZ CANAL.

THE Steamship GLENESK will be despatched for the above Port on SATURDAY, 22nd September, 1900.

To be followed by Steamship ANAPA on or about 20th October, 1900.

For Freight, apply to SHEWAN, TOMES & Co., *Agents.*

Hongkong, September 15, 1900. 1744

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship TAIYUAN, Captain Nelson, will be despatched on SUNDAY, the 23rd Inst.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for Return by the Steamers of the Eastern and Australian S. S. Co., and *vice versâ*.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, September 14, 1900. 1804

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship TAIYUAN, Captain Nelson, will be despatched on SUNDAY, the 23rd Instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines.

A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, September 14, 1900. 1803

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin & Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship AUSTRALIAN, Captain Helms, will be despatched for the above Ports on THURSDAY, the 27th Instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

*N.B.*—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and *vice versa*.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., *Agents.*

Hongkong, September 11, 1900. 1883

OCEAN STEAMSHIP COMPANY.

FOR LONDON, *VIA* SUEZ CANAL.

THE Company's Steamship ALCINOUS, Captain Pulford, will be despatched as above on TUESDAY, the 2nd October.

For Freight, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, August 28, 1900. 1808

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG AMERIKA LINIE HAMBURG).

FOR NEW YORK *VIA* SUEZ CANAL.

THE Full-powered Steamship ASTURIA, Captain Hildebrandt, will be despatched for the above Port on or about 10th October.

For Freight, apply to CARLOWITZ & Co., *Agents.*

Hongkong, August 30, 1900. 1816

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

THE Company's Steamship PATROCLUS, Captain Dickens, will be despatched as above on TUESDAY, the 16th October.

For Freight, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, September 7, 1900. 1866

## Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL & RIVER PLATE.

ON MONDAY, the 24th September, at 1 p.m., the Company's Steamship *SALAZIE*, Captain Negre, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES *Via* Ports of Call, Without Transhipment.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m.; Specie and Parcels until 3 p.m. on the 23rd Instant. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, *Agent.*

Hongkong, September 12, 1900. 1887

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN & HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Hongkong Maru*, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), Saturday, Oct. 6, at Noon.

*Nippon Maru*, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, Oct. 30, at Noon.

*America Maru*, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, Nov. 24, at Noon.

THE Twin-Screw S. S. *HONGKONG MARU* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 6th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and Northern Pacific Railways; also the Canadian Pacific Railway on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the Southern, Pacific Central Pacific, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Packages will be received at the Office until 4 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency at the Company, Queen's Building.

J. S. VAN BUREN, *Agent.*

Hongkong, September 15, 1900. 1894

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD Co.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, AND SAN FRANCISCO *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, MEXICO, THE CENTRAL and SOUTH AMERICA, Etc.

*Bergenhus* .....3600.....On 18th Sept.

THE S.S. *Bergenhus* will be despatched for SAN DIEGO, and SAN FRANCISCO, *Via* SHANGHAI, MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 18th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to Sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, *Agents.* Hongkong, China & Japan.

Hongkong, August 24, 1900. 597

## Merchant Vessels in Hongkong Harbour.

*Exclusive of late Arrivals and Departures reported to-day.*

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h*., near the Kowloon shore *k*., and those in the body of the Shipping or midway between each shore are marked *c*., in conjunction with the figures denoting the sections.

*Sections.*
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour's Office.
4. From Harbour Master's to the Market.
5. From The Market to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellet's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

| *Vessel's Names.* | Anchor. Sec. | *Captain.* | *Flag and Rig.* | *Tons nett.* | *Date of Arrival.* | *Consignees or Agents.* | *Destination.* | *Remarks.* |
|---|---|---|---|---|---|---|---|---|
| **Steamers.** | | | | | | | | |
| Anapa | 7 c | Williamson | British str. | 2251 | Sept. 12 | Showan, Tomes & Co. | | |
| Apentade | 5 c | Lorenzen | Ger. str. | 701 | Sept. 15 | Jebsen & Co. | | |
| Bergenhus | 4 c | Svendson | Norw. str. | 1620 | Sept. 14 | Butterfield & Swire | | |
| Benledi | 7 c | Clark | British str. | 1468 | Sept. 11 | Gibb, Livingston & Co. | | |
| Canton | 4 c | Lawrence | British str. | 1101 | Sept. 13 | Jardine, Matheson & Co. | | |
| Chihli | 4 c | Newcomb | British str. | 1058 | Sept. 9 | Butterfield & Swire | | |
| China | 4 c | Mayer | Aus. str. | 3855 | Sept. 14 | Sander, Wieler & Co. | S'pore & Calcutta | |
| Chow Fu | 5 c | Williamson | British str. | 1055 | Sept. 13 | Melchers & Co. | | Sept. 18. |
| Chunsang | 4 c | Buller | Brit. str. | 1418 | Sept. 13 | Jardine, Matheson & Co. | | |
| City of Peking | 4 c | Smith | Amer. str. | 9128 | Sept. 11 | P. M. S. S. Co. | S'hai & San F'cisco | Sept. 18. |
| Daybreak | 5 c | Best | British str. | 700 | Sept. 15 | C. M. S. N. Co. | | |
| Empress of Japan | 5 c | Pybus | British str. | 5904 | Sept. 11 | C. P. R. Co. | Vancouver (B.C.) | Sept. 26. |
| Fausang | 4 c | Mitchell | British str. | 1410 | Sept. 9 | Jardine, Matheson & Co. | | |
| Formosa | | Hodgins | British str. | 674 | Sept. 13 | Douglas Steamship Co. | | A'deen Dock |
| Glengarry | 7 c | Godye | Brit. str. | 1921 | Sept. 14 | McGregor Bros. & Gow. | | |
| Glenogle | 4 c | Fraikes | British str. | 2399 | Sept. 10 | Dodwell & Co., Limited | Tacoma, &c. | Sept. 20. |
| Haitan | 5 | Roach | British str. | 1183 | Sept. 15 | Douglas Steamship Co. | | |
| Hanoi | 5 c | Pannier | French str | 739 | Sept. 15 | A. R. Marty | | |
| Hermes | 7 c | Jensen | Norw. str. | 849 | Sept. 14 | Jardine, Matheson & Co. | | |
| Kingsing | 7 c | Young | British str. | 1223 | Sept. 1 | Jardine, Matheson & Co. | | |
| Kong Beng | | Fuchs | Ger. str. | 862 | Aug. 23 | Butterfield & Swire | | K'loon Dock |
| Kumsang | 4 c | Buller | British str. | 2478 | Sept. 13 | Jardine, Matheson & Co. | | |
| Kyoto Maru | 4 c | Sakurai | Japan. str. | 1640 | Sept. 12 | H. U. Jeffries | | |
| Liv | 7 c | Rasmussen | Norw. str. | 1979 | Sept. 13 | Mitsui Bussan Kaisha | | |
| Loesok | 3 c | Jackson | Ger. str. | 1020 | Sept. 12 | Melchers & Co. | Swatow & Bangkok | Sept. 16. |
| Loongmoon | | Schulz | Ger. str. | 1215 | Aug. 30 | Siemssen & Co. | | K'loon Dock |
| Loyal | 3 c | Lorenzen | Ger. str. | 1237 | Aug. 30 | Sander, Wieler & Co. | | |
| Nanyang | 3 c | Lehmann | Ger. str. | 983 | Sept. 8 | Siemssen & Co. | | |
| Nestor | k w | Baker | British str. | 2531 | Sept. 14 | Butterfield & Swire | | |
| Naidzuru Maru | 3 c | Ogata | Japan. str. | 667 | Sept. 12 | Mitsui Bussan Kaisha | Swatow and Tamsui | Sept. 16. |
| Marquis Bacquehem | 4 c | Bilaffer | Aus. str. | 2744 | Sept. 14 | Sander, Wieler & Co. | | |
| Melpomene | k w | Matcovich | Aus. str. | 1854 | Sept. 12 | Sander, Wieler & Co. | Shanghai | Sept. 15. |
| Pakshan | 3 c | Jenkins | British str. | 1235 | Aug. 31 | Bradley & Co. | Swatow & Amoy | Sept. 18. |
| Penarth | 5 k | West | British str | 1959 | Sept. 14 | Government | | |
| Phra Chula Chom Klao | 3 c | McLellan | Ger. str. | 1012 | Sept. 8 | Butterfield & Swire | Hoihow & Bangkok | Sept. 16. |
| Recina | 7 c | Anlich | Aus. str. | 16 4 | Sept. 11 | Sander, Wieler & Co. | | |
| Rosetta | 5 c | Talbot | British str. | 2039 | Sept. 12 | P. & O. S. N. Co. | | |
| Sharpsno | 8 c | Tollessen | Norw. str. | —— | Sept. 12 | Order | | |
| Taicheong | 3 c | Ahrens | Ger. str. | 828 | Sept. 13 | Meyer & Co. | | |
| Volute | 2 c | Carter | British str. | 2568 | Sept. 13 | Arnhold, Karberg & Co. | | |
| Yuensang | 4 c | Rolfe | British str. | 1128 | Sept. 15 | Jardine, Matheson & Co. | | |
| **Sailing Vessels.** | | | | | | | | |
| Bittern | 2 c | Askin | Brit. sch. | 399 | Aug. 28 | Siemssen & Co. | | |
| Hamburg | 2 k | Caldwell | Ger. bqe | 1649 | Aug. 29 | Standard Oil Co. | | |
| Manuel Llaguno | 2 k | Small | Amer. sh. | 1650 | Aug. 7 | Standard Oil Co. | | |
| Norwood | 2 k | Tho. Roy | British sh. | 1598 | July 31 | Order | | |
| Peter Rickmers | 2 k | Schober | G. 4-m. sh. | 2751 | Aug. 11 | Standard Oil Co. | | |
| President | 7 c | Munro | Brit. bqe. | 750 | Aug. 24 | Siemssen & Co. | | |
| Sachem | 2 k | Nickles | Amer. bqe | 1267 | July 13 | Standard Oil Co. | | |
| Saranac | 2 k | Bartaby | Amer. bqe. | —— | Aug. 15 | Standard Oil Co. | | |
| Stanfield | | Wilson | Brit. bqe. | 562 | June 22 | Master | | Cos'tan Dock |
| Topgallant | 2 k | Sunvauldt | Amer. bqe. | 1200 | Aug. 31 | Order | | |
| Westgate | 2 k | Neville | British sh. | 1814 | Aug. 9 | Standard Oil Co. | | |


## Intimations.

ELECTRIC SUPPLIES

OF EVERY DESCRIPTION IN STOCK, INCLUDING

Batteries, Chemicals, Electric-Bells, Insulators, Lightning Conductors, Switches, Telephones, Wire, Etc., Etc.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS Erected and kept in order.

Estimates given for all kinds of Electrical work.

THE CHINA AND JAPAN TELEPHONE Co., Ld.

HONGKONG EXCHANGE. OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES. $80 Per Annum.

PRIVATE LINES. $100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—*A special charge is made for lines of more than average length.*

Trained Mechanicians sent to Out-Port to fit up Installations if required.

Note Address:—13 Praya Central.

For full particulars, &c., &c., Apply to W. STUART HARRISON, *Manager.*

Hongkong, January 18, 1898. 140


**Not Responsible for Debts.**

*NEITHER the Captain the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—*

Hamburg, British barque, Capt. A. B. Caldwell.—Standard Oil Co.

Manuel Llaguno, American ship, Capt. C. V. Small.—Standard Oil Co.

Penarth, British steamer, Captain W. H. West.—British Government.

President, British barque, 763, Capt. Munro.—Siemssen & Co.

Westgate, British ship, Captain Neville.—Standard Oil Co.

## SHARE LIST.—QUOTATIONS.

September 15, 1900, (Corrected up to 3 p.m.)

| *Stocks.* | *No. of Shares* | *Value.* | *Paid up.* | *Closing Quotations. Cost's.* |
|---|---|---|---|---|
| BANKS. | | | | |
| Hongkong and Shanghai Bank Corp | 80,000 | $ 125 | all | 312 % prem = $517.50, sellers |
| Bank of China & Japan, Limited preferences shares | 199,875 | $ 8 | £ 4 | £1.0.0 |
| " ordinary " | 1,250 | £ 1 | £ 1 | £5.5 |
| " deferred " | | £ 10 | £ 8 | $26, buyers |
| National Bank of China, Limited | | | | |
| MARINE INSURANCES. | | | | |
| Canton Insurance Office Co., Ltd | 10,000 | $ 25 | $ 5 | $130, buyers |
| China Traders' Insurance Co., Ltd | 24,000 | $ 83.33 | $ 25 | $57, sellers |
| North-China Insurance Co., Ltd. | 5,000 | £ 10 | £ 25 | Tls. 164, sellers |
| Straits Insurance Co., Ltd. | 30,000 | $ 100 | $ 20 | $1 |
| Union Insurance Society, Ltd | 10,000 | $ 250 | $ 50 | $260, buyers |
| Yangtsze Insurance Association, Ltd | 8,000 | $ 100 | $ 60 | $121, sellers |
| FIRE INSURANCES. | | | | |
| China Fire Insurance Co., Ltd. | 20,000 | $ 100 | $ 20 | $77, buyers |
| Hongkong Fire Insurance Co., Ltd | 8,000 | $ 250 | $ 50 | $295, sellers |
| DOCKS. | | | | |
| H'kong & Whampoa Dock Co., Ltd | 12,500 | $ 125 | all | 515 % prem. = $668¾, bu'ers |
| STEAMBOATS. | | | | |
| China and Manila S. S. Co., Ltd. | 5,000 | $ 50 | all | $85 old, and now $18, sellers |
| Douglas Steamship Co., Limited | 20,000 | $ 50 | all | $44 |
| H.K. C. and M. Steamboats Co., Ltd | 30,000 | $ 100 | $ 75 | $81, buyers |
| Indo-China S. N. Company, Limited | 60,000 | £ 10 | all | $82, sellers |
| China Mutual S. N. Co. | 20,000 | £ 10 | £ 1 | £11, buyers |
| | | | £ 1 | £10.10 |
| Do. (new issue | 20,000 | £ 10 | £ — | Cs. 5, buyers |
| Star Ferry Company, Ltd. | 10,000 | $ 100 | $ 10 | $18, new $41, sellers |
| REFINERIES. | | | | |
| China Sugar Company, Limited | 20,000 | $ 100 | all | $112, sellers |
| Luzon Sugar Company, Limited. | 7,000 | $ 100 | all | $36 |
| WHARVES. | | | | |
| HK. & Kow. Wharf & Godown Co. | 20,000 | $ 50 | all | $53, sellers |
| Wanchai Warehouse and Storage Company, Limited | 2,600 | $ 100 | $ 37½ | $60, buyers |
| LAND AND BUILDING. | | | | |
| Hongkong Land Investment and Agency Company, Limited | 50,000 | $ 100 | $ — | $176, buyers |
| Kowloon Land and Building Company | 6,000 | $ 50 | $ 30 | $25½, buyers |
| Humphreys' Estate & Finance Co. | 37,000 | $ 100 | all | $1 ¼ sellers |
| West Point Building Co., Limited | 12,500 | $ 50 | $ 50 | $50, buyers |
| TRAMWAYS. | | | | |
| HK. High-Level Tramways Co., Ltd. | 1,250 | $ 100 | all | $160 |
| MINING. | | | | |
| Jelebu Mining & Trading Co., Ltd. | 40,000 | $ 5 | all | $10, sellers |
| New Punjom Mining Co., Ltd. | 60,000 | $ 7 | all | $4 |
| " " Preference shares | 30,000 | $ 1 | all | $1, sellers |
| Great Eastern and Caledonian Gold Mining Co., Ltd. | 140,000 | $ 4 | $ 3 | 10 cents |
| Great Eastern & Caledonian preference shares | 70,000 | $ 1 | $ 1 | 40 cents, buyers |
| Société Francaise des Charbonnages du Tonkin | 16,000 | Fcs. 250 | all | $250, buyers |
| Queen's Mine, Limited, | 400,000 | 25 cents | 25 ct. | 17 cents, buyers |
| Raub Aust. Gold Mining Co., Ltd. | 200,000 | £ 1 | 15/10 | $52 |
| Olivers Freehold Mines, Ltd. | A 15,000 | $ 5 | $ 5 | $3, sales |
| | B 45,000 | $ 5 | $ 4 | $4, buyers |
| HOTELS, ETC. | | | | |
| Hongkong Hotel Company, Ltd. | 12,000 | $ 50 | all | $120, buyers |
| DISPENSARIES. | | | | |
| A. S. Watson & Co., Limited. | 60,000 | $ 10 | all | $15½, buyers |
| LIGHTING. | | | | |
| HK. and China Gas Co., Limited | 7,000 | £ 10 | all | $118, ex div. |
| Hongkong Electric Co., Limited | 30,000 | $ 10 | $ 10 | $10.60, sellers |
| New Electrics, (new issue) | 30,000 | $ 10 | $ 2 | $2 |
| BRICK AND CEMENT. | | | | |
| Green Island Cement Co., Ld. | 50,000 | $ 10 | $ 1 | $20, sellers |
| MISCELLANEOUS. | | | | |
| Bell's Asbestos Eastern Agency, Ld. | 10,000 | £ 1 | £ 1.5 | $1½, buyers |
| United Asbestos Oriental Agency, Limited | 9,000 ord'y 100 fders | $ 10 | $ 4 | $9½, sellers |
| Campbell, Moore & Co., Limited | 1,200 | $ 10 | all | $20, buyers |
| Geo. Fenwick & Co., Limited. | 6,000 | $ 25 | $ 2 | $18 |
| Hongkong Bakery Company, Ld. | 600 | $ 50 | all | $59, ex div. |
| Hongkong Dairy Farm Co. | 10,000 | $ 75 | $ 5 | $82 |
| Hongkong Ice Company, Limited | 5,000 | $ 25 | all | $167, buyers |
| H'kong Rope Manufactory Co., Ld. | 5,000 | $ 50 | all | $170, buyers |
| Hongkong Cotton Spinning Co., Ld. | 10,000 | $ 100 | $ 10 | $15 |
| Ewo Cotton Spinning and Weaving Co., Ld. | 17,500 | Tls. 100 | Tls 10 | Tls. |
| International Cotton Manufacturing Co., Ld. | 10,000 | Tls. 100 | Tls 10 | Tls. 60 |
| Laou-Kung-Mow Cotton Spinning and Weaving Co., Ld. | 8,000 | Tls. 100 | Tls 10 | Tls. 60 |
| Carmichael & Co., Ld. | 2,000 | $ 25 | $ 2 | $8 |
| Soy Chee Cotton Spinning Co., Ld | 2,000 | Tls. 500 | Tls 50 | Tls. 375 |
| China Provident Loan Mortgage Co., Ld. | 50,000 | $ 25 | $ 1 | $9½, buyers |
| China Borneo Company, Ltd. | 7,500 | $ 20 | $ 15 | $30, sellers |
| Universal Trading Co. | 20,000 | | | $5½, buyers |

* Founder's shares

| LOANS. | *Amount.* | *Value.* | *Interest.* | *Quotation.* |
|---|---|---|---|---|
| Chinese Imperial 1896 5% | Tls. 767,200 | Tls. 250 | 7 % p. annum | 10 % prem |

A. G. STOKES, *Stock-broker.*

## Mails.

### PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

| FOR. | STEAMSHIP. | CAPTAIN. | DATE. |
|---|---|---|---|
| LONDON | *Shanghai* | A. F. STREET | About 20th Sept. |
| LONDON, &c. | *Clyde* * | A. L. VALENTINI | Noon, 29th Sept. |
| SHANGHAI | *Malta* | F. J. COLE | About 29th Sept. |
| YOKOHAMA, Via N'SAKI & KOBE. | *Rohilla* † | C. H. S. TOCQUE, R.N.R. | About 29th Sept. |

* See Special Advertisement. † Passing through the Inland Sea. ‡ For Freight only.

For Freight or passage, and further Particulars, apply to

A. M. MARSHALL, *Acting Superintendent.*

P. & O. S. N. Co.'s Office,
Hongkong, September 15, 1900. 979

### IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT *SOUTHAMPTON* TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| Steamers. | Sailing Dates. |
|---|---|
| PREUSSEN | THURSDAY, 20th September. |
| HAMBURG (HAMBURG-AMERIKA LINE) | WEDNESDAY, 3rd October. |
| SACHSEN | WEDNESDAY, 17th October. |
| OLDENBURG | WEDNESDAY, 31st October. |
| BAYERN | WEDNESDAY, 14th November. |
| STUTTGART | WEDNESDAY, 28th November. |
| KONIG ALBERT | WEDNESDAY, 12th December. |
| PRINZ HEINRICH | WEDNESDAY, 26th December. |
| PRINZESS IRENE | WEDNESDAY, 9th January. |
| PREUSSEN | WEDNESDAY, 23rd January. |
| HAMBURG (HAMBURG-AMERIKA LINE) | WEDNESDAY, 6th February. |
| SACHSEN | WEDNESDAY, 20th February. |
| KIAUTSCHOU (HAMBURG-AMERIKA LINE) | WEDNESDAY, 6th March. |

ON THURSDAY, the 20th day of September, 1900, at Noon, the Steamship PREUSSEN, of the NORDDEUTSCHER LLOYD, Captain H. KIRCHNER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on TUESDAY, the 18th September, Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 19th Sept., and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 19th Sept.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

**Norddeutscher Lloyd.**

For further Particulars, apply to

**Melchers & Co.,** *Agents.*

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### U. S. MAIL LINE.

### Pacific Mail Steamship Company.

*VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|---|---|
| *City of Peking*, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'lulu). | TUESDAY, Sept. 18, at Noon. |
| *China* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu, | SATURDAY, Oct. 13, at Noon. |
| *City of Rio de Janeiro*, (via S'hai, Nagasaki, Kobe, In and Sea, Yokohama and H'lulu). | THURSDAY, Nov. 8, at Noon. |

THE U. S. Steamship *City of Peking* will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 18th September, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of $5 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building

J. S. VAN BUREN, *Agent.*

Hongkong, August 27, 1900. 1798

### WASHING BOOKS.

*(In English and Chinese.)*

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, $1 each.

CHINA MAIL Office.

### Occidental and Oriental Steamship Co.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,

*VIA*

THE OVERLAND RAILWAYS,

AND

ATLANTIC & OTHER CONNECTING STEAMERS.

*VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|---|---|
| *Gaelic* (via Shanghai, Nagasaki, Kobe, Inland Sea; Yokohama & Honolulu). | Thursday, Sept. 27, at Noon. |
| *Doric* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu). | Tuesday, October 23, at Noon. |
| *Coptic* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) | Saturday, Nov. 17, at Noon. |

THE Co.'s Steamship *GAELIC* will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 27th Sept., at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passengers Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passenger who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco:

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, *Agent.*

Hongkong, September 6, 1900. 1856

### CHAS. J. GAUPP & Co.,

*Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.*

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.

RITCHIE'S LIQUID AND OTHER COMPASSES.

ADMIRALTY & IMRAY CHARTS.

NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE Christofle & Co.'s ELECTRO-PLATED WARE.

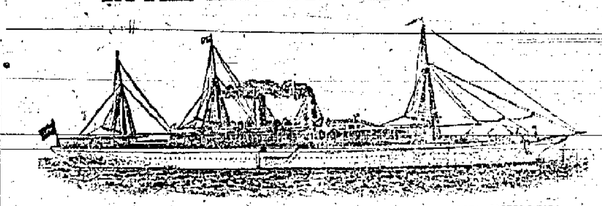
GOLD & SILVER JEWELLERY in great variety.

DIAMONDS AND DIAMOND JEWELLERY,

Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 472

## Mails.

### CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

*SAFETY: SPEED—PUNCTUALITY.*

Twin Screw Steamships—6,069 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

*(Subject to Alteration.)*

*EMPRESS OF JAPAN*...Comdr. GEO. A. LEE, R.N.R.. WEDNESDAY, 26th Sept./1900
*EMPRESS OF CHINA*...Comdr. R. ARCHIBALD, R.N.R.. WEDNESDAY, 24th Oct./1900
*EMPRESS OF INDIA*....Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 21st Nov./1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD, Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, *General Agent,*
Hongkong, August 29, 1900. PEDDER STREET. 1816

### HAMBURG-AMERIKA LINIE (FREIGHT SERVICE). NORDDEUTSCHER LLOYD. (FREIGHT SERVICE)

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, GIBRALTAR, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG *SUBJECT TO ALTERATION.*

| Steamers. | Destinations. | Sailing Dates. | |
|---|---|---|---|
| * S. S. *SIBIRIA*, Capt. BRAUN, | HAVRE & HAMBURG. (L'don, with transhipment in H'burg) | On 18th Sept. | Freight & Passage. |
| S. S. *SAXONIA*, Capt. JAGER, | HAVRE & HAMBURG. (L'don with transhipment in H'burg). | About 2nd Oct. | Freight. |
| S. S. *ASTERIA*, Capt. HILDEBRANDT, | NEW YORK. (via Suez Canal). | About 10th October. | Freight. |
| S. S. *BAMBERG*, Capt. JACOBS, | HAVRE and HAMBURG. (London with transhipment in H'burg). | About 21st October. | Freight. |
| * S. S. *KONIGSBERG*, Capt. SCHUBERT, | HAVRE & HAMBURG. (L'don with transhipment in H'burg). | About 30th October. | Freight & Passage |

* These Steamers have Superior Accommodation for Passengers, and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

**Carlowitz & Co.,** *Agents.*

Hongkong, September 8, 1900. 784

### NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

***Via* Shanghai, Inland Sea of Japan, Kobe and Yokohama.**

| FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH Northern Pacific Railway Co. | | | | FOR PORTLAND, OREGON, IN CONNECTION WITH Oregon Railroad & Navigation Co. | | | |
|---|---|---|---|---|---|---|---|
| *Steamer.* | *Tons.* | *Captain.* | *Proposed Sailing.* | *Steamer* | *Tons* | *Captain.* | *Proposed Sailing.* |
| * *Glenogle* | 3750 | W. Frakes | Sept. 20 | *M'shire* | 2872 | J. Kennedy | Oct. 20 |
| *Queen A'laide* | 2832 | F McNair | Sept. 29 | ..... | ... | ..... | ..... |
| *Victoria* | 3502 | J. Panton | Oct. 16 | ..... | ... | ..... | ..... |
| ..... | ... | ..... | ..... | ..... | ... | ..... | ..... |

* Calling at FOOCHOW.

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

**HONGKONG TO LONDON, £52.**

Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES

**HONGKONG TO NEW YORK, £48.**

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

**HONGKONG TO VICTORIA, TACOMA OR PORTLAND, £35.**

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYEA and ST. MICHAEL.

**HONGKONG TO YELLOWSTONE PARK AND BACK £65.10.0.**

This rate covers the ocean voyage to Tacoma or Portland and back, Railway from Tacoma or Portland to Cinnabar and return, Sleeping and Dining Car accommodation Tacoma or Portland to Livingston and return, and Stage Coach transportation Cinnabar Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.

Rates of Passage to other Points on application.

*Special rates allowed to members of Government Services.*

For further information as to Passage or Freight, apply to

**Dodwell & Co., Limited,** *General Agents.*

Hongkong, September 15, 1900. 422

### NIPPON YUSEN KAISHA,

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| Steamers | Destinations. | Sailing Dates. |
|---|---|---|
| *YAWATA MARU*, A. E. MOSES, | NAGASAKI, KOBE & YOKOHAMA. | THURSDAY, 20th Sept., at 4 p.m. |
| *KAWACHI MARU*, J. S. THOMPSON, | MARSEILLES, LONDON, and ANTWERP, *Viâ* SINGAPORE, PENANG, COLOMBO and PORT SAID. | FRIDAY, 21st Sept., at Daylight. |
| *SHIN NO MARU*, ..... | SYDNEY & MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE. | FRIDAY, 28th Sept., at 4 p.m. |

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building 1st Floor Chater Road.

**A. S. Mihara,** *Manager.*

Hongkong, August 30, 1900. 977

## HONGKONG MARKET PRICES.

*Corrected to Friday, Sept. 14, 1900.*

*At 1,020 Cash per Dollar Mexican.*

| | | Price. Highest Cash. | Lowest. Cash. | CHINESE NAMES. |
|---|---|---|---|---|
| **Butcher Meat.** | | | | **肉食** |
| Bacon, English, | lb. | — | — | 來路烟猪肉 |
| ,, Ame. Sugar cured | ,, | 440 | — | 花旗烟猪肉 |
| ,, Foochow, | ,, | — | — | 福州烟猪肉 |
| ,, Japan, cured | ,, | — | — | 日本烟猪肉 |
| Beef sirloin & prime cut | ,, | 150 | — | 尾龍扒 |
| ,, Corned, | ,, | 140 | — | 鹹牛肉 |
| ,, Roast, | ,, | 150 | — | 燒牛肉 |
| ,, Soup, | ,, | 120 | — | 湯肉 |
| ,, Steak, | ,, | 150 | — | 牛肉粞 |
| ,, Sausages, | ,, | 150 | — | 牛肉腸 |
| Smoked Tongue, Shanghai, | each | 400 | 350 | 烟牛脷 |
| Bullock's Brains, | per set | 70 | 60 | 牛腦 |
| ,, Tongue fresh, | each | 400 | 350 | 牛脷 |
| ,, ,, corned | ,, | 500 | 450 | 鹹牛脷 |
| ,, Head, | ,, | 650 | 600 | 牛頭 |
| ,, Heart, | lb. | 100 | 90 | 牛心 |
| ,, Hump, Salt | ,, | 120 | 110 | 牛肩 |
| ,, Feet, | each | 80 | 70 | 牛脚 |
| ,, Kidneys, | ,, | 70 | 60 | 牛腰 |
| ,, Tail, | ,, | 150 | 140 | 牛尾 |
| ,, Liver, | lb. | 100 | 90 | 牛肝 |
| ,, Tripe (undressed) | ,, | 70 | 60 | 牛肚 |
| Calves' Head and Feet, | set | 700 | 650 | 牛仔頭脚 |
| Hams, American, | lb. | 380 | — | 花旗火腿 |
| ,, Chinese, | ,, | 250 | 240 | 金華火腿 |
| ,, English, New, | ,, | 480 | — | 來路火腿 |
| ,, Japan cured, | ,, | — | — | 日本火腿 |
| ,, Shanghai, | ,, | — | — | 上海火腿 |
| Mutton Chop, | ,, | 330 | 300 | 羊牌骨 |
| ,, Leg, | ,, | 330 | 300 | 羊脷 |
| ,, Shoulder, | ,, | 260 | 250 | 羊手 |
| Pigs' Chitlings | ,, | 70 | 50 | 猪腸 |
| ,, Feet, | ,, | 110 | 90 | 猪脚 |
| ,, Fry, | ,, | 100 | 80 | 猪雜 |
| ,, Head, | ,, | 100 | 80 | 猪頭 |
| ,, Heart, | each | 70 | 60 | 猪心 |
| ,, Kidneys, | pair | 120 | 100 | 猪腰 |
| ,, Liver, | lb. | 180 | 150 | 猪肝 |
| Sork, Chop, | ,, | 170 | 150 | 猪牌骨 |
| ,, Corned, | ,, | 170 | 150 | 鹹猪肉 |
| ,, Leg, | ,, | 180 | 160 | 猪比 |
| ,, Fat or Lard, | ,, | 180 | 160 | 猪油 |
| Sheeps' Head and Feet, | set | 500 | 450 | 羊頭脚 |
| ,, Heart, | each | 60 | 50 | 羊心 |
| ,, Kidneys, | ,, | 100 | 90 | 羊腰 |
| ,, Liver, | lb. | 200 | 180 | 羊肝 |
| Sucking Pigs, | To Order catty | 350 | 300 | 猪仔 |
| Suet, Beef, | lb. | 140 | 130 | 生牛油 |
| ,, Mutton, | ,, | 200 | 190 | 生羊油 |
| Veal, | ,, | 150 | 140 | 牛仔肉 |
| ,, Sausages, | ,, | 250 | — | 牛仔肉腸 |
| **Poultry.** | | | | **生日** |
| Chicken, | catty | 270 | — | 鷄仔 |
| Capons, | ,, | 340 | — | 鐵鷄 |
| Ducks, | ,, | 210 | — | 鴨 |
| Doves, | each | — | — | 班鳩 |
| Eggs, Hen | per 100 | $1.00 | — | 鷄蛋 |
| ,, Duck, | ,, | $1.00 | — | 鴨蛋 |
| Fowls, Canton, | catty | 380 | — | 鷄 |
| ,, Hainan, | ,, | 300 | — | 海南鷄 |
| Geese, | ,, | 240 | — | 鵝 |
| Geese, Wild Sh'hai, | pair | — | — | 上海野鵝 |
| Musk Deer, | each | — | — | 黃麞 |
| Pigeons, | ,, | 230 | — | 白鴿 |
| Partridges, | each | — | — | 鷓鴣 |
| Pheasant, | brace | — | — | 上海山鷄 |
| Quail, | each | — | — | 鵪鶉 |
| Rice Birds, | dozen | — | — | 禾花雀 |
| Snipe, | each | 180 | — | 沙錐 |
| Turkeys, Cock, | catty | 750 | — | 火鷄公 |
| ,, Hen, | ,, | 550 | — | 火鷄嫲 |
| Wild Ducks, | pair | — | — | 上海水鴨 |
| Teal, | each | — | — | 水鴨仔 |
| **Fish.** | | | | **海鮮** |
| Barbel, | catty | 300 | 250 | 加魚 |
| Bream, | ,, | 120 | 100 | 鯛魚 |
| Bombay Ducks, | pieces | — | — | 孟米魚 |
| Canton Fresh Water Fish, | catty | 160 | 150 | 海鮮魚 |
| Carp, | ,, | 120 | 110 | 鯉魚 |
| Catfish, | ,, | 80 | 70 | 赤魚 |
| Codfish, | ,, | 110 | 100 | 鱈魚 |
| Crabs, | ,, | 140 | 120 | 蟹 |
| Cuttle Fish, | ,, | 120 | 100 | 墨魚 |
| Dab, | ,, | 100 | 90 | 沙孟魚 |
| Dace, | ,, | 90 | 80 | 黃尾鱲 |
| Dog Fish | ,, | 70 | 50 | 跌倒沙 |
| Eels, Conger, | ,, | 130 | 120 | 海鰻 |
| ,, Fresh water, | ,, | 200 | 150 | 淡水鰻 |
| Eels, Yellow, | ,, | 180 | 150 | 黃鱔 |
| Fresh Fish, Large, | ,, | 110 | 100 | 鮮魚 |
| Frogs, | ,, | 130 | 100 | 田鷄 |
| Garoupa, | ,, | 400 | 350 | 石班 |
| Gudgeon, | ,, | 120 | 110 | 白蛉魚 |
| Herrings, | ,, | 140 | 130 | 曹白 |
| Halibut, | ,, | 160 | 120 | 將軍甲 |
| Labrus, | ,, | 140 | 120 | 黃花魚 |
| Loach, | ,, | 220 | 200 | 烏魚 |
| Lobsters, | ,, | 240 | 200 | 龍蝦 |
| Mackerel, | ,, | 90 | 80 | 鯖魚 |
| Monk Fish, | ,, | 180 | 170 | 苦魚 |
| Mullet, | ,, | 160 | 150 | 鯔魚 |
| Oysters, | ,, | 220 | 200 | 生蠔 |
| Parrotfish, | ,, | 120 | 100 | 鷄公魚 |
| Perch, | ,, | 140 | 120 | 頭鱸 |
| Pike, | catty | 130 | 100 | 花破鱷 |
| Plaice, | ,, | 140 | 120 | 班魚 |
| Pomfret, Black, | ,, | 160 | 120 | 黑鯧 |
| Pomfret, White, | ,, | 240 | 200 | 白鯧 |
| Prawns, | ,, | 280 | 250 | 明蝦 |
| Ray, | ,, | 60 | 50 | 琵琶沙 |
| Rock Fish, | ,, | 120 | 100 | 石狗公 |
| Roach, | ,, | 100 | 90 | 溜魚 |
| Salmon, (C'ton) fresh water | ,, | 240 | 200 | 馬友魚 |
| Shark, | ,, | 70 | 50 | 鯊魚 |
| Salt Fish | ,, | 110 | 100 | 鹹魚 |
| Skate, | ,, | 70 | 60 | 鯆魚 |
| Shrimps, | ,, | 160 | 140 | 蝦 |
| Snapper, | ,, | 180 | 160 | 立魚 |
| Soles, | ,, | 160 | 150 | 龍沙魚 |
| Tench, | ,, | 130 | 160 | 鯇魚 |
| Turbot, | ,, | 160 | 100 | 左口魚 |
| Turtles, small, fresh water, | ,, | 400 | 350 | 脚魚 |
| White Bait, | ,, | 130 | 100 | 銀魚仔 |
| **Fruits.** | | | | **菓子** |
| Apples, (California), | catty | 250 | 200 | 金山平菓 |
| ,, (Chefoo), | ,, | 200 | 150 | 天津平菓 |
| Bananas, fragrant, | ,, | 50 | — | 省城香蕉 |
| ,, (brides), | ,, | 60 | 40 | 山香蕉 |
| Chestnuts, Chinese, | ,, | — | — | 風栗 |
| Carambola, | ,, | 81 | — | 楊桃 |
| Cocoanuts, | each | 80 | 70 | 椰子 |
| Grapes, | catty | 300 | 250 | 鮮提子 |
| Ground Nuts, | ,, | 120 | — | 花生 |
| Lemons, China, | ,, | 80 | — | 檸檬 |
| Lichees, Dried, | catty | — | — | 荔枝乾 |
| Lichees, Fresh, Small stone | ,, | — | — | 細種荔枝 |
| ,, Large | ,, | — | — | 大核 |
| ,, 3rd quality | ,, | — | — | 中等 |
| Limes, (Saigon), | each | 80 | — | 西貢柠檬 |
| Mango, China, | each | — | — | 芒菓 |
| Oranges, Canton, | catty | — | — | 省城甜橙 |
| ,, Small, | ,, | — | — | 珠砂桔 |
| ,, Mandarin, | ,, | — | — | 甜桔 |
| Olives, | ,, | 50 | — | 白欖 |
| Pears, (American), | ,, | 300 | — | 金山雪梨 |
| ,, (Canton), Cooking, | ,, | 70 | — | 沙梨 |
| ,, (Shanghai), | ,, | — | — | 上海梨 |
| Pine-apples, 1st quality | each | 120 | — | 本地波蘿 |
| ,, 2nd, | ,, | 100 | — | 中等 |
| ,, 3rd, | ,, | 80 | — | 次等 |
| Pumelo, Siam, | each | 160 | — | 暹邏柚 |
| Walnuts, | ,, | 200 | — | 合桃 |
| ,, Fresh, | ,, | 120 | — | 鮮合桃 |
| Water Chesnuts, com. | ,, | 50 | 40 | 馬蹄 |
| ,, Mandarin, | ,, | 60 | 50 | 桂林馬蹄 |
| **Vegetables, &c.** | | | | **菜蔬** |
| Artichokes, Shanghai, | catty | — | — | 上海丫治竹 |
| Beans, (French), Macao, | ,, | — | — | 佛蘭西邊豆 |
| ,, Sprout, | ,, | 30 | — | 茅菜 |
| ,, Long, | ,, | 60 | — | 豆角 |
| Beet Root, | ,, | 30 | — | 紅菜頭 |
| Brinjals, Green, | ,, | 40 | — | 青元茄 |
| ,, Red, | ,, | 40 | — | 紅茄 |
| Brassica, | ,, | 50 | — | 白菜 |
| Bamboo Shoots, | ,, | 110 | — | 竹笋 |
| Cabbage, Chinese, com. | ,, | 40 | — | 芥菜 |
| Cabbage, (Shanghai), | each | — | — | 椰菜 |
| Cauliflower, Large size, | ,, | — | — | 大椰菜花 |
| ,, Medium size, | ,, | — | — | 中等椰菜花 |
| ,, Small size, | ,, | — | — | 細椰菜花 |
| Carrots, | catty | 200 | — | 金笋 |
| Celery, Chinese, | ,, | 140 | — | 唐芹菜 |
| ,, English, | ,, | — | — | 洋芹菜 |
| ,, White, | ,, | — | — | 白洋芹菜 |
| Chilies Dried, | ,, | 150 | — | 乾辣椒 |
| ,, Red, | ,, | 70 | — | 紅花椒 |
| ,, Green, | ,, | 60 | — | 青辣椒 |
| Curry Stuff, English, | ,, | 50 | 40 | 加厘材料 |
| Cucumbers, | ,, | 50 | — | 青瓜 |
| Bitter Squash, | ,, | 40 | — | 苦瓜 |
| Garlic, | ,, | 60 | — | 蒜頭 |
| Ginger, young, | ,, | 60 | — | 新子薑 |
| ,, old, | ,, | 40 | — | 老薑 |
| Horse Radish, S'hai, | ,, | 450 | — | 力根 |
| Indian Corn, | piece | 30 | 20 | 粟米 |
| Lettuce, | each | 10 | — | 洋生菜 |
| Mushrooms, Fresh | catty | 400 | — | 生草菇 |
| Onions, Bombay, | ,, | 80 | — | 洋葱頭 |
| ,, Green, | ,, | 50 | — | 生葱 |
| ,, Shanghai, | ,, | 50 | — | 上海葱頭 |
| ,, Japan, | ,, | — | — | 日本葱頭 |
| Okroes, | ,, | 120 | — | 毛茄 |
| Parsley, English, | bundle | 10 | — | 洋芫茜 |
| Potatoes, Sweet, | catty | 30 | — | 番薯 |
| ,, Shanghai, | ,, | 40 | — | 上海薯仔 |
| ,, Japan, | ,, | 30 | — | 日本薯仔 |
| ,, American, | ,, | — | — | 花旗薯仔 |
| ,, Foochow, | ,, | 60 | — | 福州薯仔 |
| ,, Macao, | ,, | — | — | 澳門薯仔 |
| Pumpkin, | ,, | 20 | — | 冬瓜 |
| Radish, | dozen | 20 | — | 紅蘿蔔仔 |
| Rice, best quality, per picul, | | $5.00 | — | 上白米 |
| ,, common ,, | ,, | $4.50 | — | 中白米 |
| ,, ,, Coolie ,, | ,, | $3.60 | — | 下米 |
| Shalots, | catty | 90 | — | 乾葱頭 |
| Spinage, (Chinese) | ,, | 30 | — | 波菜 |
| Spinach, | ,, | — | — | 莧菜 |
| Tomatoes, | ,, | 120 | — | 番茄 |
| Taros, | ,, | 20 | — | 芋頭 |
| Turnips, Punti, (Long), | ,, | 30 | — | 蘿蔔 |
| ,, English, | ,, | — | — | 洋蘿蔔 |
| Vegetable Marrow, | ,, | 40 | — | 節瓜 |
| Waters Cresses, | ,, | 100 | — | 西洋菜 |
| Yams, | ,, | 40 | 30 | 大薯 |

JOHN THOMAS COTTON,
*Inspector of Markets.*

## Intimations.


# LEA AND PERRINS'

OBSERVE THAT THE SIGNATURE

*Lea & Perrins*

IS NOW PRINTED IN BLUE INK DIAGONALLY ACROSS THE OUTSIDE WRAPPER of every Bottle of the

**ORIGINAL WORCESTERSHIRE**

# SAUCE.

Sold Wholesale by the Proprietors, Worcester; Crosse & Blackwell, Ltd., London; and Export Oilmen generally.

RETAIL EVERYWHERE.

E10

HEALTH FOR ALL!!!

## HOLLOWAY'S PILLS & OINTMENT

### THE PILLS

Purify the Blood, correct all Disorders of the

**LIVER, STOMACH, KIDNEYS AND BOWELS.**

They invigorate and restore to health Debilitated Constitutions, and are invaluable in all Complaints incidental to Females of all ages. For Children and the aged they are priceless.

### THE OINTMENT

Is an infallible remedy for Bad Legs, Bad Breasts, Old Wounds, Sores and Ulcers. It is famous for Gout and Rheumatism. For disorders of the Chest it has no equal.

**FOR SORE THROATS, BRONCHITIS, COUGHS, COLDS,** Glandular Swellings, and all Skin Diseases it has no rival; and for contracted and stiff joints it acts like a charm.

Manufactured only at Professor HOLLOWAY'S Establishment,

**78, NEW OXFORD STREET (late 533, OXFORD STREET), LONDON,**

and are sold at 1s. 1½d., 2s. 9d., 4s. 6d., 11s., 22s., and 33s. each Box or Pot, and may be had of all Medicine Vendors throughout the World.

☞ Purchasers should look to the Label on the Boxes and Pots. If the address is not 533, Oxford Street, London, they are spurious.

E1

# "HARLENE" FOR THE HAIR

THE VERY FINEST DRESSING.
SPECIALLY PREPARED AND DELICATELY PERFUMED.
RESTORES THE HAIR.
PROMOTES THE GROWTH.
ARRESTS THE FALL.
STRENGTHENS THE ROOTS.
REMOVES DANDRUFF.
ALLAYS ALL IRRITATION.

Full description and directions for use in 20 languages supplied with every bottle.

1s., 2s. 6d., and (3 times 2s. 5d. size) 4s. 6d. per Bottle, from Druggists, etc., all over the world.

EDWARDS' HARLENE CO., 95 & 96, HIGH HOLBORN, LONDON, ENG.

E11

# "BOS" SCOTCH WHISKY.

MATURED IN SHERRY CASKS.

*A Luxury in Pure Scotch Whiskies.*

The word "BOS" is the Name, Brand, and Registered Trade Mark of this matchless Old Scotch Whisky.

* * *
GOLD CAPSULE.
* *
BLUE CAPSULE.
*
GREEN CAPSULE.



*"BOS" is sold in square white bottles, labelled and capsuled, the quality being notified by a small label on each bottle.*

The proprietors are skilled blenders of Scotch Whiskies, but in all the experience of their Firm, extending nearly over the present century, they have never been able to accomplish anything so fully complying with the most exacting tests as is now presented in these special blends of "BOS."

Correspondence Invited from Firms who desire to handle our Whiskies.

**PEASE, SON & CO., Leith, SCOTLAND.**

English Addresses—LONDON and DARLINGTON, Durham.

*Agents* { Arnhold, Karberg & Co., Shanghai, Canton, Hankow, Tientsin. / Kruse & Co., Hong Kong.

E2

PURE.—NOURISHING.

# ESBENSEN'S BUTTER

In TINS with PATENT OPENERS.

## ESBENSEN'S PURE BUTTER

To be obtained at all Stores.

☞ DO NOT BE PUT OFF WITH ANY OTHER.

E18

*The only Medicine of the kind awarded a Certificate at the Calcutta Exhibition, 1883-84, open to all Countries*

REGISTERED **DR. LALOR'S** TRADE MARK.

# PHOSPHODYNE

HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

For *forty years* has maintained its world-wide reputation as the Best and **only safe reliable** Phosphoric Cure for BRAIN WRECKAGE, PARALYSIS, SLEEPLESSNESS, Dyspepsia, Nerve, Kidney and Liver Complaints, Harassing Dreams, Premature Decay of Vital Power, General Debility, all Blood Disorders, and all Functional and Diseased Conditions of the System, caused by the deficiency of the Vital Forces.

The **effect** of this Standard Phosphoric Remedy in Nervous Debility and its kindred Evils is immediate and permanent, all the Miserable Feelings and Distressing Symptoms disappearing with a rapidity that is **really marvellous.**

Directions for Self-Treatment of the above diseases with each Bottle.



HEALTH, STRENGTH & ENERGY

Its energizing effects are shown from the first day of its administration by a Remarkable Increase of Nerve and Intellectual Power, with a feeling of Courage, Strength, and Comfort. Digestion is Invigorated. The Appetite Increases wonderfully. Sleep becomes calm and refreshing. The Face becomes fuller, the Lips red, the Eyes brighter, and Skin clear and healthy.

**Beware of vile imitations!—None** genuine without the British Government Stamp, with "**Dr. Lalor's Phosphodyne,** London, England," engraved thereon, by order of her Majesty's Honourable Commissioners.

**Thousands of unimpeachable testimonials** from all parts of the World, and from the highest Medical Authorities. No other Phosphoric Preparation has received such distinguished recognition.

Sold in Bottles at **4s. 6d. AND 11s.** each, by all Chemists throughout the World.

MANUFACTURED ONLY AT DR. LALOR'S PHOSPHODYNE LABORATORY, HAMPSTEAD LONDON, ENGLAND.

*Agents in Hongkong*—A. S. WATSON & Co.

E3


## Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL,.....£1,000,000.
PAID UP CAPITAL,.....£ 324,374.

HEAD OFFICE—HONGKONG.

*Board of Directors.*

CHAN KIT SHAN, Esq. | D. GILLIES, Esq.
CHOW TUNG SHANG, Esq. | J. T. LAUTS, Esq.

*Chief Manager:*
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ... ... 5%.

Hongkong, April 11, 1900. 117

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND—
Sterling Reserve, $10,000,000
Silver Reserve ... 2,000,000
...$12,000,000
RESERVE LIABILITY OF PROPRIETORS ..... $10,000,000

COURT OF DIRECTORS:—
N. A. SIEBS, Esq.—Chairman.
R. SHEWAN, Esq.—Deputy Chairman.
C. Goetz, Esq. | A. J. Raymond, Esq.
Hon. R. M. Gray. | R. L. Richardson, Esq.
A. Haupt, Esq. | P. Sachse, Esq.
Hon. J. J. Keswick. | H. W. Slade, Esq.
D. Meyer-Moses, Esq.

CHIEF MANAGER:
Hongkong—Sir T. JACKSON.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING Co., LD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months 2½ per cent per annum.
" 6 " 3½ " "
" 12 " 4 " "

H. M. BEVIS,
*Acting Chief Manager.*

Hongkong, August 22, 1900. 366

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
H. M. BEVIS,
*Acting Chief Manager.*

Hongkong, March 26, 1900. 1517

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL, ... Tls. 5,000,000
PAID-UP CAPITAL, ... ... " 2,500,000

HEAD OFFICE—SHANGHAI.
BRANCHES AND AGENCIES.

| | |
|---|---|
| CANTON, | PEKING, |
| CHEFOO, | PENANG, |
| CHINKIANG, | SINGAPORE, |
| CHUNGKING, | SWATOW, |
| FOOCHOW, | TIENTSIN. |
| HANKOW, | |

THE BANK PURCHASES and receives for Collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
—Advances made on approved securities. Bills Discounted.

Interest allowed on Current Accounts at the Rate of 2% per Annum on the Daily Balances.

On Fixed Deposits for 3 Months ... 3%
" " 6 " ... 4%
" " 12 " ... 5%

E. W. RUTTER,
*Acting Manager.*

Hongkong, February 1, 1900. 1970

THE YOKOHAMA SPECIE BANK, LIMITED,

ESTABLISHED 1880.

CAPITAL (SUBSCRIBED) ... Yen 24,000,000
CAPITAL PAID-UP ... ... " 18,000,000
CAPITAL UNCALLED ... " 6,000,000
RESERVE FUND ... ... " 8,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:

| | | |
|---|---|---|
| TOKIO. | KOBE. | NAGASAKI. |
| LONDON. | LYONS. | NEW YORK. |
| SAN FRANCISCO. | HONOLULU. | BOMBAY. |
| SHANGHAI. | TIENTSIN. | NEWCHWANG. |

LONDON BANKERS:
The London Joint Stock Bank, Limited,
Parr's Bank, Limited,
The Union Bank of London, Limited.

HONGKONG BRANCH—Interest allowed.
On Current Account at the Rate of 2% per annum on the daily balance.
On fixed deposits for 12 months, 5% per annum.
On fixed deposits for 6 months, 4% per annum.
On fixed deposits for 3 months, 3% per annum.

S. CHOH,
*Hongkong Manager.*

Hongkong, April 17, 1900. 589

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000
SUBSCRIBED .....£1,125,000
PAID UP.....£ 562,500
RESERVE FUND.....£ 30,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months.....4 %
" 6 " .....3½ %
" 3 " .....2½ %

J. THURBURN,
*Manager, Hongkong.*

Hongkong, March 26, 1900. 234

## Banks.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP ... ... ... ...£800,000
RESERVE LIABILITY OF SHAREHOLDERS ... ... ... ... ...£800,000
RESERVE FUND ... ... ... ...£525,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.

On Fixed Deposits for 12 months 4 %
" " " 6 " 3½ %
" " " 3 " 2½ %

T. E. SANSOM,
*Acting Manager.*

Hongkong, May 23, 1900. 846

DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL, Shai- Tls. 5,000,000.

HEAD OFFICE: SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES.

| | |
|---|---|
| BERLIN. | CALCUTTA. |
| HANKOW. | TIENTSIN. |
| TSINGTAU (KIAUTSCHOU). | |

LONDON BANKERS:
Messrs N. M. ROTHSCHILD & SONS,
Union Bank of London, Ltd.

Interest allowed on Current Account. Deposits received on terms which may be learnt on application. Every description of Banking and Exchange business transacted.

H. SCHOTTLAENDER,
*Acting Manager.*

Hongkong, May 17, 1900. 296

## Insurances.


*"Strongest in the World."*

# THE EQUITABLE SURPLUS

means more than "strongest in the world"—
It means also most profitable in the world:
for the surplus is the fund from which present and future dividends are paid—It belongs to the policy holders—everycent of it—It means the same to the policy holders that a bank's surplus does to the owners of the bank. Have you an interest in the Equitable Surplus of over $61,000,000?

F. KIENE, *Manager,*
Hongkong.

1793


THE IMPERIAL MARINE INSURANCE Co., LTD., TOKYO.

THE Undersigned are prepared to accept MARINE RISKS at CURRENT RATES.

GEO. R. STEVENS & Co.,
*Agents.*

Hongkong, January 5, 1899. 45

'L'UNION'
FIRE INSURANCE COMPANY, LD.
(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY,
*Agents.*

Hongkong, August 1, 1900. 1653

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1899, £14,493,080.

Authorised Capital.....£3,000,000 0 0
Subscribed Capital.....£2,750,000 0 0
Paid-up Capital ..... £687,500 0 0
Fire Funds .....£2,731,183 13 7

HAVING been appointed AGENTS of the above Company we are prepared to Accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN, TOMES & Co.,
*Agents.*

Hongkong, June 22, 1900. 1537

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at Current Rates.

HOTZ, S'JACOB & Co.

Hongkong, March 31, 1900. 738

UNION ASSURANCE SOCIETY.

*(Instituted in the Reign of Queen Anne A.D. 1714).*

CAPITAL FULLY SUBSCRIBED, £450,000.
CAPITAL PAID UP, £180,000.
TOTAL INVESTED FUNDS EXCEED £3,450,044.
TOTAL ANNUAL INCOME, £1,103,883.

THE Undersigned, having been appointed AGENTS of the above Society in Hongkong, are prepared to issue POLICIES against FIRE on the usual terms.

HARRY WICKING & Co.,
*Praya Central.*

1142

SECOND EDITION.

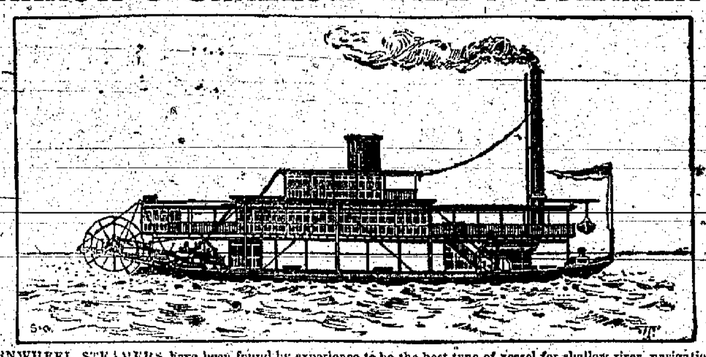
HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANNAM, THIBET, COREA AND JAPAN.
Entrusted to the SOCIETY of the 'MISSION ETRANGERES.'
(Translated by EDWARD HARPER PARKER and Reprinted from 'THE CHINA REVIEW.')

PRICE ONE DOLLAR.

ON SALE AT KELLY & WALSH, LTD.

Printed and Published by GEO. MURRAY BAIN, at the 'China Mail' Office, No. 5, Wyndham Street, Hongkong.


# YARROW'S SHALLOW DRAFT STEAMERS.



STERNWHEEL STEAMERS have been found by experience to be the best type of vessel for shallow river navigation under many conditions of working, and of these Messrs. YARROW have built a very large number of successful examples for all parts of the world.

Vessels on this system are constructed when required, to draw as little as 10 inches.

The construction of shallow river vessels propelled on various systems has been made the speciality of Messrs. YARROW & Co., LTD.

For particulars apply to
YARROW & CO., LTD., Shipbuilders,
POPLAR, LONDON.

E19


## Her Britannic Majesty's Ships on the China Station.

| Name. | Rig. | Tons. | Guns. | H.P. | Captain. | Last reported at. |
|---|---|---|---|---|---|---|
| Alacrity | despatch-vessel | 1709 | 10 | 3000 | Comdr. C. G. F. M. Craddock | Shanghai |
| Algerine | sloop | 1050 | 6 | 1400 | Comdr. R. H. Johnston Stewart | Taku |
| Arethusa | cruiser, 2nd class | 4300 | 10 | 5 00 | Captain J. Scallin | Shanghai |
| Argonaut | cruiser | 11,000 | — | — | Capt. H. Cherry, R.N. | Hongkong |
| Aurora | armoured cruiser, 1st class | 5600 | 12 | 8500 | Captain E. H. Bayly | Taku |
| Barfleur | battleship, 1st class | 10,600 | 14 | 13,000 | Capt. G. T. Warrender | Taku |
| Bonaventure | cruiser, 2nd class | 4360 | 10 | 9000 | Captain A. H. Smith-Dorrien | Woosung |
| Britomart | gunboat | 710 | — | — | Lieut. Philip Watkins | Hongkong |
| Centurion | battleship, 1st class | 10,500 | 14 | 13,000 | Captain J. R. Jellicoe | Woosung |
| Daphne | sloop | 1140 | 8 | 2000 | Comd. C. W. Winnington-Ingram | Woosung |
| Dido | cruiser, 2nd class | 5600 | — | — | Captain P. F. Tilyard | Weihaiwei |
| Endymion | cruiser, 1st class | 7350 | 12 | 10,000 | Capt. G. A. Callaghan | Taku |
| Esk | g-bt. 3rd class coast defence | 363 | 3 | 200 | Lt.-Com. C. Chadwick | Shanghai |
| Fame | torpedo boat destroyer | 360 | 6 | 5700 | Lieut.-Com. R. J. Keyes | Taku |
| Firebrand | gunboat, 2nd class | 455 | 4 | 360 | | Hongkong |
| Goliath | battleship | 12,950 | — | — | Captain Lewis Wintz | Shanghai |
| Handy | torpedo boat destroyer | 275 | 6 | 4000 | | Hongkong |
| Hart | torpedo boat destroyer | 275 | 6 | 4000 | | Woosung |
| Hermione | cruiser, 2nd class | 4360 | 10 | 9000 | Captain R. S. D. Cumming | Shanghai |
| Humber | storeship | 1640 | — | 1640 | Capt. H. J. Davison | Taku |
| Isis | cruiser | 5600 | — | — | Capt. G. M. Henderson | Amoy |
| Lintot | gun-vessel, 2nd class | 756 | 2 | 870 | Captain Wm. W. Smythe | Shanghai |
| Lizard | gunboat | 715 | — | — | Lieut. John C. Watson | Foochow |
| Marathon | cruiser | 2950 | — | — | Captain John G. M. Field | Shanghai |
| Mohawk | cruiser | 1770 | — | — | Captain F. W. Freeman | Swatow |
| Orlando | armoured cruiser, 1st class | 5600 | 12 | 8500 | Captain J. H. T. Burke | Shanghai |
| Otter | torpedo boat destroyer | 360 | — | — | Lieut. Walker | Hongkong |
| Peacock | gunboat, 1st class | 755 | 6 | 1200 | Lieut.-Com. P. Chode | Weihaiwei |
| Phœnix | gunboat | 1015 | 6 | 1400 | Commander R. G. Fraser | Weihaiwei |
| Pigmy | gunboat, 1st class | 755 | 6 | 1200 | Lieut.-Com. J. F. Green | Weihaiwei |
| Pique | twin-screw cruiser, 2nd class | 3600 | 8 | 7000 | Capt. Harry C. Reynolds | Shanghai |
| Plover | gunboat, 1st class | 755 | 6 | 1200 | Lt.-Com. C. V. de M. Cowper | Shanghai |
| Protector | gunboat | 700 | — | — | Lieut. W. R. Creswell, C.M.G | Hongkong |
| Redpole | gunboat | 805 | 6 | 720 | Lt.-Com. C. F. Corbett | Canton |
| Robin | river gunboat | — | 2 | — | Comdr. G. G. Webster | West River |
| Rosario | gunboat | 980 | 6 | 14 0 | Comdr. C. A. W. Hamilton | Shanghai |
| Sandpiper | river gunboat | 85 | 2 | 240 | Lieut.-Comdr. H. C. Carr | West River |
| Snipe | river gunboat | 85 | 2 | 240 | Lieut.-Comdr. Oldham | Shanghai |
| Swift | gun-vessel, 2nd class | 756 | 2 | 870 | | Hongkong |
| Tamar | receiving ship | 4650 | 6 | — | Commodore Francis Powell | Hongkong |
| Terrible | cruiser, 1st class | 14,200 | — | — | Captain Percy Scott, C.B. | Taku |
| Undaunted | armoured cruiser, 1st class | 5600 | 12 | 8500 | Capt. A. C. Clarke | Woosung |
| Wallaroo | cruiser | 2575 | — | — | Captain Rose | Shanghai |
| Waterwitch | Surveying ship | 620 | — | 450 | Comdr. W. U. Lyne | Shanghai |
| Whiting | torpedo boat destroyer | 360 | 6 | 5900 | Lieut.-Comdr. Mackenzie | Shanghai |
| Wivern | coast defence ship, armoured | 2750 | 4 | 1000 | | Hongkong |
| Woodcock | river gunboat | 150 | 2 | 550 | Lieut.-Com. H. D. S. Watson | Woosung |
| Woodlark | river gunboat | 150 | 2 | 550 | Lieut.-Com. H. E. Hidman | Shanghai |

## Foreign Men-of-war on the China and Japan Station.

| Name. | Flag and Description. | Tons. | Guns. | H.P. | Captain. | Last reported at |
|---|---|---|---|---|---|---|
| Aspern | Austrian cruiser | 976 | — | — | Capt. William Weber | Shanghai |
| Kaiserin Elisabeth | Austrian cruiser | 4063 | — | — | Capt. Mauler von Elisenau | Shanghai |
| Maria Theresa | Austrian cruiser | 5000 | — | — | Capt. V. D. R. v. Sambuchi | Shanghai |
| Zenta | Austrian cruiser | 2590 | — | — | Captain Montolmann | Taku |
| Holland | Dutch cruiser | 3900 | — | — | Captain S. K. Sybrandi | Shanghai |
| K. W. der Nederlanden | Dutch cruiser | 4600 | — | — | Captain J. P. van Rossum | Shanghai |
| Piethein | Dutch cruiser | 3600 | — | — | Captain J. Jansen | Taku |
| Alouette | French gunboat | 300 | — | — | Lieut. A. Belloy | Shanghai |
| Aspic | French gunboat | 475 | 3 | 450 | Commander Journe | Saigon |
| Cometo | French gunboat | 525 | — | — | Commander Louet | Canton |
| D'Entrecasteaux | French flagship | 8100 | — | — | Captain de Marolles | Taku |
| Decidée | French gunboat | 690 | — | — | Commander Lenny | Amoy |
| Descartes | French cruiser | 4060 | 14 | 8500 | Capt. Philibert | Taku |
| Eclaireur | French cruiser | 1658 | 8 | 2050 | Capt. Texier | Taku |
| Fraint | French cruiser | 3739 | — | — | Captain Adam | Shanghai |
| Guichen | French battleship | 9500 | — | — | Captain Perem | Taku |
| Jean Bart | French cruiser | 4500 | — | — | Capt. Aubin | Taku |
| Kersaint | French gunboat | 1250 | 6 | 2200 | Capt. de la Motte du Portail | Saigon |
| Lion | French gunboat | 470 | — | — | Capt. Frost | Taku |
| Pascal | French cruiser | 3988 | 14 | 8500 | Captain Motet | Taku |
| Surprise | French gunboat | 629 | 2 | 900 | Captain Morhet | Woosung |
| Vauban | French cruiser | — | — | — | Captain Blondel | Kwongchi-wan |
| Vipere | French gunboat | — | — | — | Clon'dil Villeneuve | Shanghai |
| Brandenburg | German battleship | 10,100 | 40 | — | Captain Rosendahl | Woosung |
| Bussard | German cruiser | 1600 | 8 | — | Comdr. von Bassewitz | Hongkong |
| Fürst Bismarck | German flagship | 11,000 | 36 | — | Captain Graf Choltke | Taku |
| Gefion | German cruiser | 4100 | 10 | 9000 | Captain Rollmann | Shanghai |
| Geier | German cruiser | 1600 | 8 | — | Commander Peters | Taku |
| Hansa | German cruiser | 6000 | 30 | — | Captain Pohl | Taku |
| Hela | German despatch-vessel | 2000 | 12 | — | Commander Rampold | Woosung |
| Hertha | German cruiser | 6000 | 30 | — | Capt. von Usedom | Hongkong |
| Iltis | German gunboat | 1000 | 10 | — | Lieut.-Commander Sthamer | Shanghai |
| Irene | German cruiser | 4200 | 8 | 2930 | Captain Stein | Tsingtau |
| Jaguar | German gunboat | 900 | 10 | — | Comdr. Kinderling | Taku |
| Kaiserin Augusta | German cruiser | 6331 | 20 | 14,000 | Captain Gülich | Taku |
| Kurfurst F. Wilhelm | German battleship | 10,100 | 40 | — | Capt. von Holzendorff | Woosung |
| Luchs | German gunboat | 860 | 10 | — | Comdr. Dachnhardt | Canton |
| Schwalbe | German cruiser | 1120 | 8 | — | Comdr. Boerner | Hankow |
| Seeadler | German cruiser | 1600 | 8 | — | Comdr. Schack | Hankow |
| Tiger | German gunboat | 900 | 10 | — | Comdr. von Mittelstadt | Hongkong |
| Weissenburg | German battleship | 10,100 | 40 | — | Captain Hofmeier | Woosung |
| Woerth | German battleship | 10,100 | 40 | — | Captain Borkenhagen | Taku |
| Elba | Italian cruiser | 2732 | 12 | 6500 | | Taku |
| Fieramosca | Italian cruiser | — | — | — | Captain Carlo Negri | Shanghai |
| Stromboli | Italian cruiser | 3898 | — | — | Captain Raffaele Marselli | Taku |
| Vettor Pisani | Italian cruiser | 6760 | — | — | Captain De Filippi C. Onofrio | Shanghai |
| Admiral Kornileoff | Russian cruiser | 5500 | 16 | 9000 | Captain Jakovloff | Taku |
| Admiral Nachimoff | Russian cruiser | 9000 | — | — | Captain Vsivolojsky | Tientsin |
| Aleout | Russian gunboat | 810 | 2 | 730 | Captain Elkisky | Vladivostock |
| Bobro | Russian sloop | 950 | 2 | 1160 | Captain Dobrovolsky | Taku |
| Dimitry Donskoy | Russian cruiser | 6000 | 16 | 7000 | Capt. Sharon | Taku |
| Gaidamak | Russian gunboat | 500 | 2 | 3500 | Capt. Scrotennikff | Taku |
| Gremiastchy | Russian gunboat | 1400 | 2 | 2000 | Capt. Miklashevsky | Taku |
| Koreetz | Russian sloop | 1200 | 9 | 2150 | Captain Sillman | Taku |
| Mandshur | Russian sloop | 1200 | 3 | 1400 | Commander Bachaloff | Chemulpo |
| Navarin | Russian 2nd class battleship | 10,000 | 4 | — | Captain Yenish | Taku |
| Otvajny | Russian gunboat | 1400 | 2 | 2000 | Captain Copricnoff | Taku |
| Petropavlovsk | Russian battleship | 12,000 | — | — | Captain Grevais | Taku |
| Rossia | Russian cruiser | 12,200 | 28 | — | Captain Demojiroff | Taku |
| Rozboynik | Russian cruiser | 1330 | — | — | Capt. Komaroff | Manila |
| Rurik | Russian flagship | 10,223 | 26 | 13,250 | Comdr. Haupt | Taku |
| Silatch | Russian gunboat | 950 | 2 | 1125 | Captain Parnanoff | Port Arthur |
| Sissoi Veliky | Russian 2nd class battleship | 10,000 | 14 | 8500 | Captain Mollas | Taku |
| Sivoutch | Russian gunboat | 950 | 2 | 1120 | Captain Soubatin | Taku |
| Vladimir Monamach | Russian armoured cruiser | 6000 | 16 | 7000 | Captain Prince Ouroussoff | Taku |
| Vsadnik | Russian gunboat | 500 | 11 | 3500 | Capt. Bequlia | Taku |
| Zabijaka | Russian cruiser | 1230 | 6 | 1194 | Commander Shkruff | Port Arthur |
| Bennington | U. S. gunboat | 1710 | 6 | 2436 | Commander C. H. Arnold | Manila |
| Brooklyn | U. S. flagship | 9215 | — | — | Captain C. M. Thomas | Taku |
| Buffalo | U. S. cruiser | 9000 | — | — | Captain C. Hutchins | Taku |
| Callao | U. S. gunboat | 208 | 1 | 255 | Lieut. G. B. Bradshaw | Manila |
| Castine | U. S. gunboat | 1177 | 8 | 2199 | Commander C. G. Bowman | Amoy |
| Concord | U. S. gunboat | 1710 | 6 | 2405 | Commander H. G. O. Colby | Manila |
| Don Juan de Austria | U. S. gunboat | 1150 | — | — | Commander T. C. McLean | Canton |
| General Alava | U. S. gunboat | 1800 | — | — | Lieut.-Comdr. C. E. Fox | Manila |
| Helena | U. S. gunboat | 1392 | 8 | 1988 | Comdr. E. K. Moore | Taku |
| Manila | U. S. gunboat | 1900 | 2 | 750 | Comdr. T. H. Stevens | Manila |
| Monadnock | U. S. monitor | 3990 | 6 | 5000 | Captain E. T. Strong | Manila |
| Monocacy | U. S. gunboat | 1370 | 6 | 850 | Comdr. F. M. Wise | Taku |
| Monterey | U. S. monitor | 4084 | 4 | 5244 | Comdr. G. W. Pigman | Hongkong |
| Newark | U. S. cruiser | 4098 | — | — | Capt. B. H. McCalla | Nagasaki |
| New Orleans | U. S. cruiser | 4140 | — | — | Lieut.-Comdr. J. T. Smith | Manila |
| Oregon | U. S. 1st class battleship | 10,288 | 16 | 11,111 | Captain G. F. F. Wilde | Nagasaki |
| Petrel | U. S. gunboat | 892 | 4 | 1015 | Commander C. C. Colwell | Manila |
| Princeton | U. S. gunboat | 1000 | 6 | 800 | Commander Harry Knox | Shanghai |
| Wheeling | U. S. gunboat | 1000 | 6 | 1081 | Commander W. T. Turwel | Taku |
| Yorktown | U. S. gunboat | 1710 | 6 | 1801 | Commander E. D. Taussig | Hoilo |
| Yosemite | U. S. cruiser | 6172 | 10 | 3800 | Captain S. Schroeder | Guam |
| Zafiro | U. S. despatch-vessel | 3800 | — | — | Naval Cadet L. A. Cotton | Taku |